

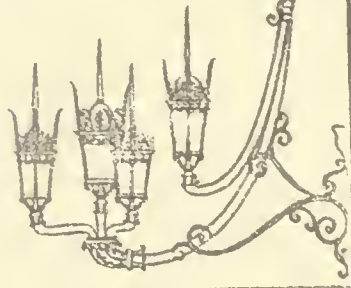
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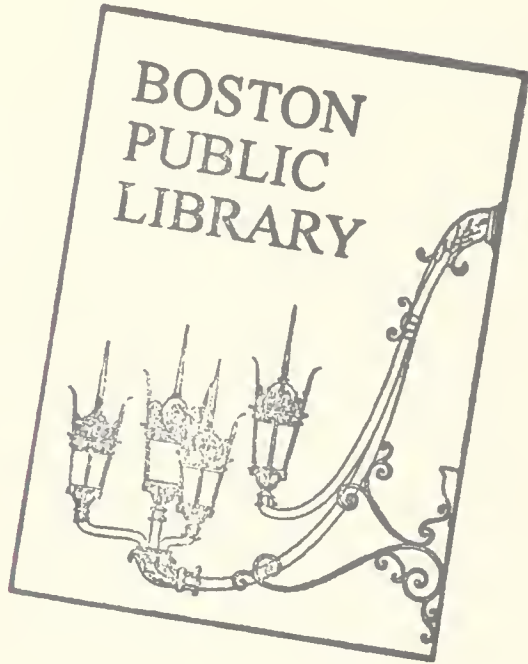
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THE CROSSTOWN BRIEFING BOOK

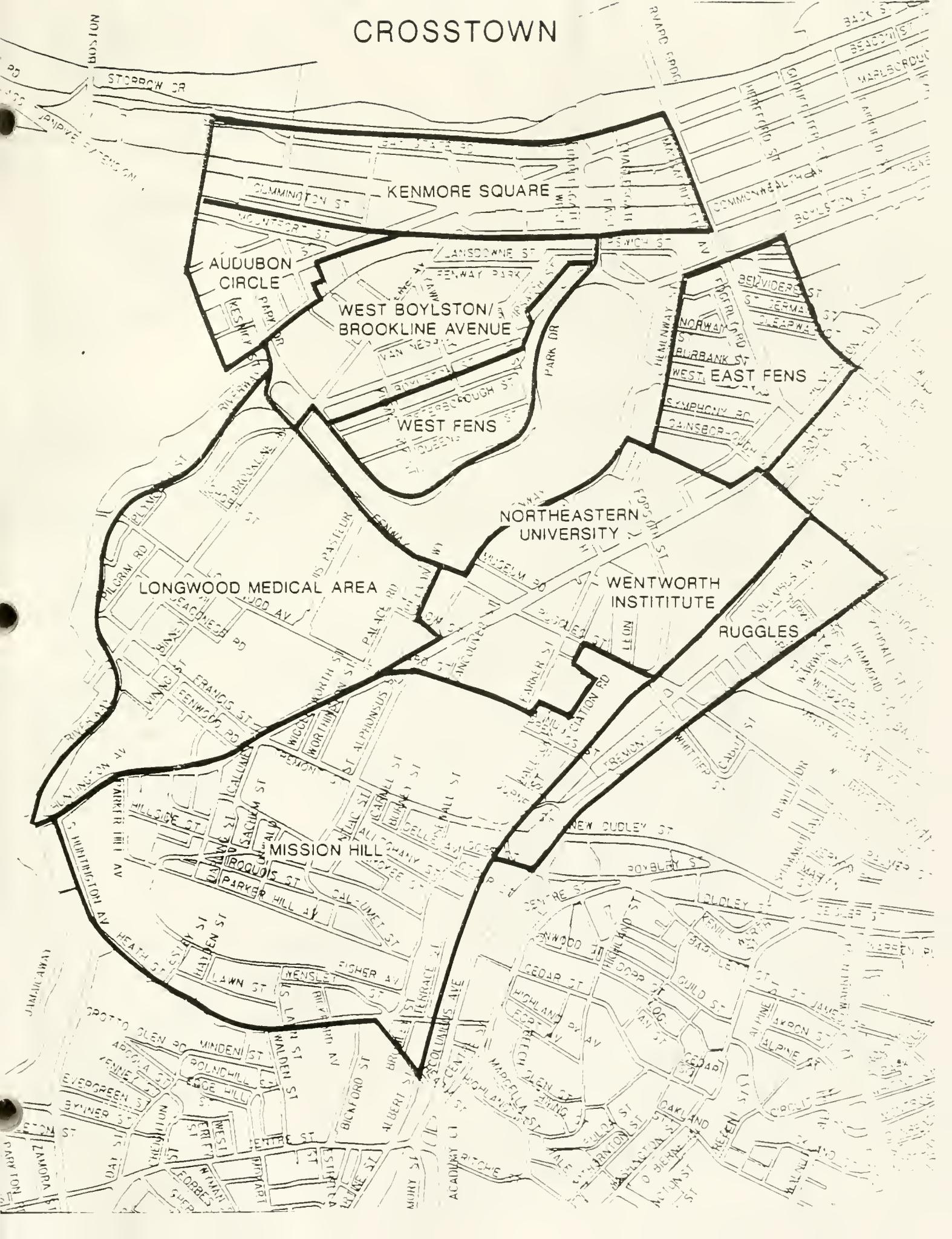


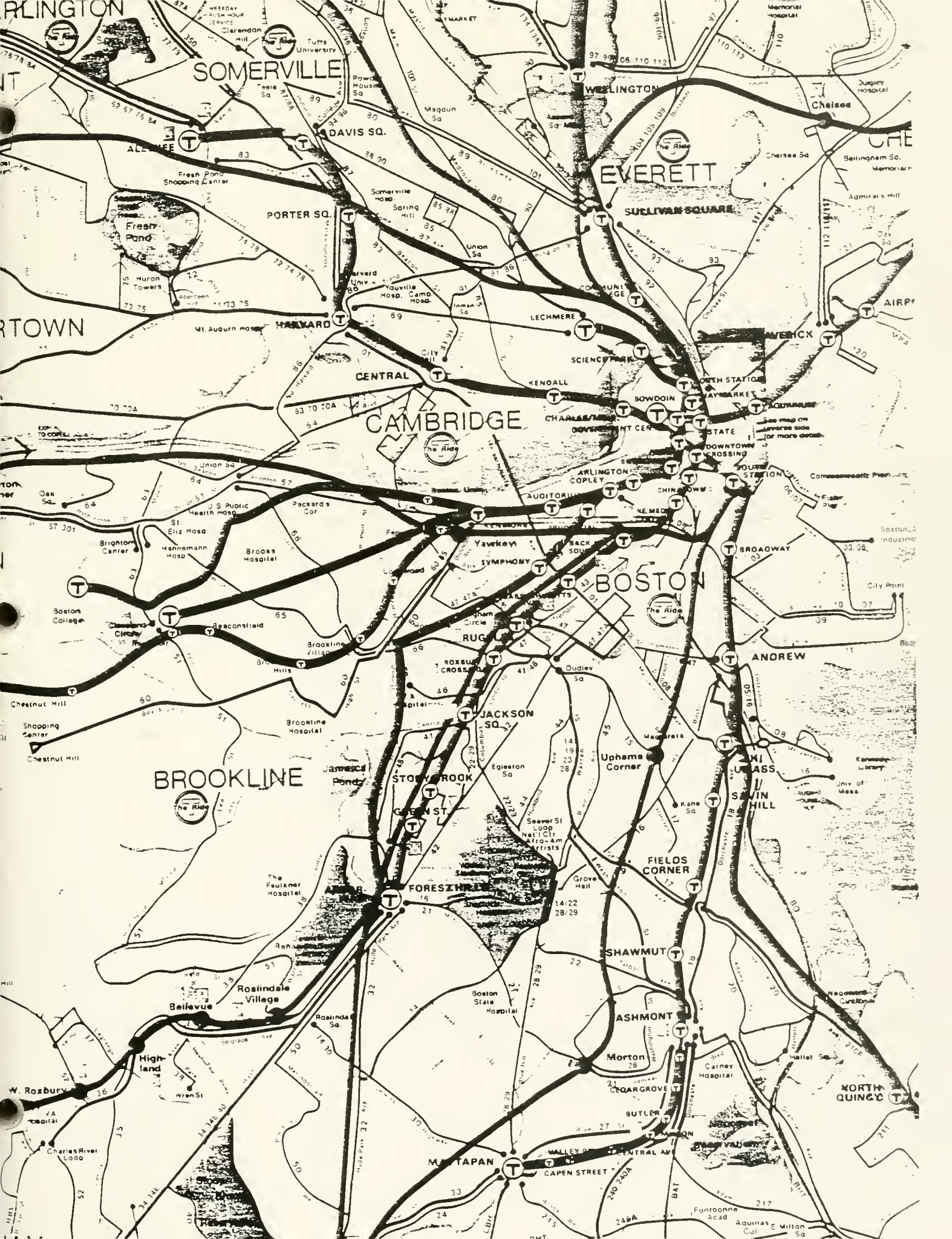
THE CROSSTOWN PLAN
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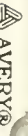


THE CROSSTOWN PLAN

A FRAMEWORK FOR DISCUSSION

1. Introduction
2. The Planning Area
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 - b. Kenmore Square/W.Boylston St.
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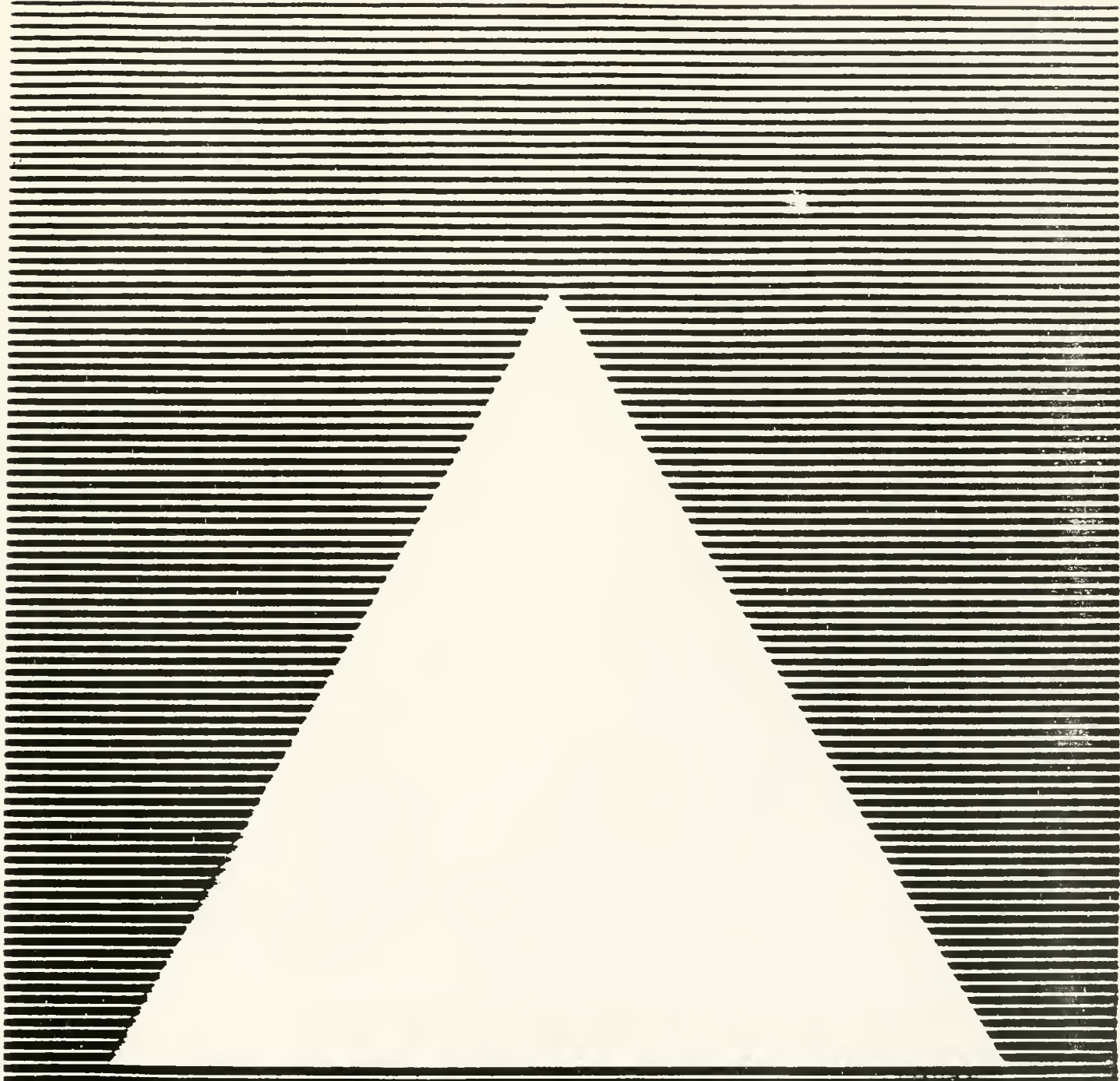




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*MISSION HILL
FENWAY KENMORE*

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MISSION HILL/FENWAY/KENMORE

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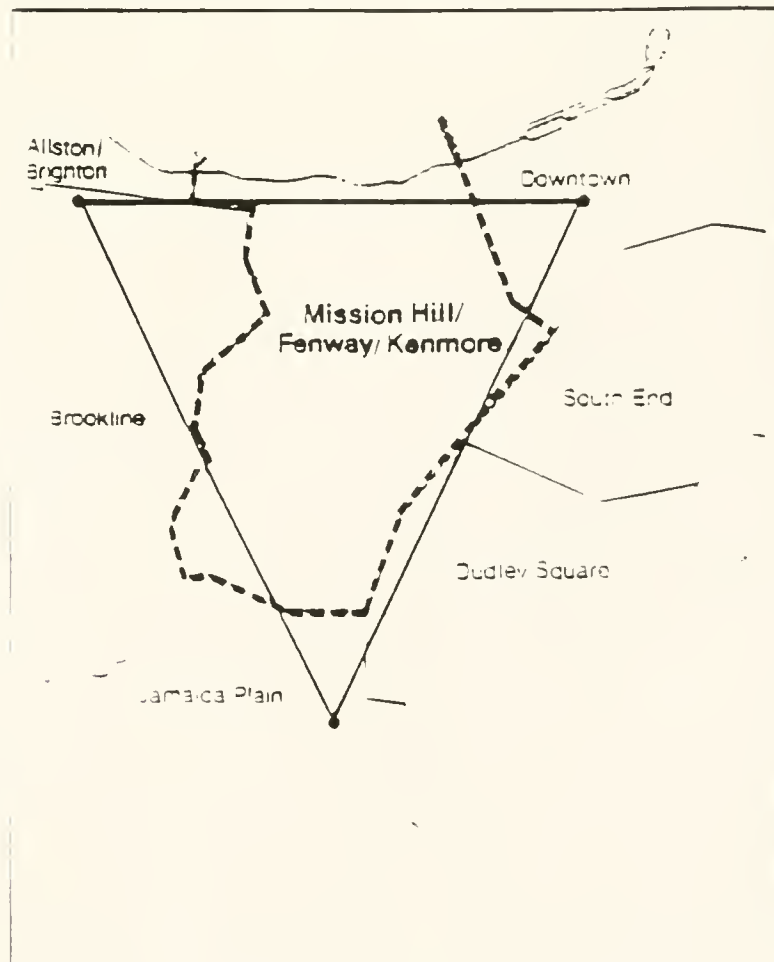


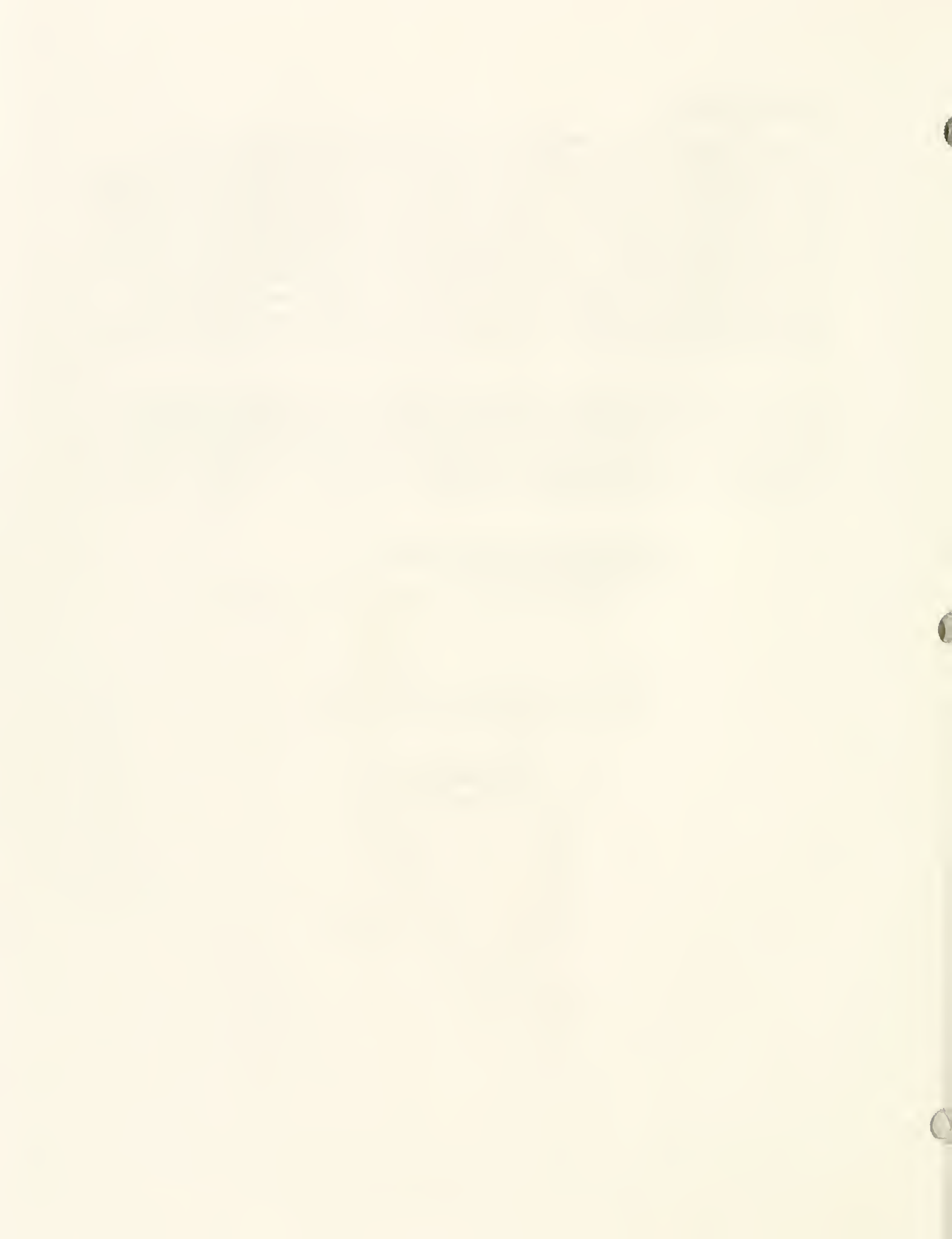
Executive Summary

The recent expansion of medical and educational institutions in an area forming a rough triangle, extending from Mission Hill to the Fenway to Kenmore Square, has brought to the forefront many planning and development issues which are of concern to area residents. These concerns include issues such as traffic and parking, the supply and affordability of area housing, commercial area revitalization, the management of institutional expansion and open space preservation. While residents and institutions have themselves established planning organizations in an attempt to resolve some of these planning issues, their efforts have, for the most part, been focused on specific neighborhood/institutional problems. It is now recognized that a coordinated, area-wide effort is needed to analyze regional concerns such as traffic and parking.

The formation of a 12 member Planning Advisory Committee to oversee an area-wide consultant traffic and parking study for the Mission Hill/Fenway/Kenmore district is seen as the initial step toward resolving some of the regional issues. The Advisory Committee will be appointed by the Mayor, and will represent the neighborhoods, institutions, and public agencies present in the Mission Hill/ Fenway/Kenmore district.

MISSION HILL/FENWAY/KENMORE MAP 1 Study Area Boundary





The Advisory Committee will work closely with staff from the BRA and the Boston Transportation Department in the definition of a scope of services for the study and in the selection of a traffic consultant. Once underway, the study is anticipated to take between 12-18 months to complete. As part of its ongoing responsibilities, the Committee also will review those institutional development projects which significantly impact the regional transportation network for the area. Following the completion of this study effort, the Committee will consider what additional issues could most appropriately be addressed.

The following report is divided into four sections and contains an executive summary. Section I provides a general profile of the Mission Hill/Fenway/Kenmore study area as well as a description of each neighborhood sub-area. Table 1, found on page 13, details the characteristics of each neighborhood sub-area in terms of physical structure, institutions present, neighborhood associations, current projects, and issues/concerns of particular interest to the neighborhood. Section II identifies the more general area-wide issues of concern for the study area such as transportation, commercial area deterioration, housing, institutional expansion and open space. Each substantive area is reviewed both in terms of its historical background and its current/proposed development activities. Section III describes the proposed process of community participation and suggests proposed responsibilities for the committee. The final section of the report lists the next steps to be undertaken in the advisory committee process.



I. STUDY AREA

Profile

The Mission Hill/Fenway/Kenmore Triangle is located west of downtown Boston. The area is home to many of Boston's thriving residential communities, hospitals and universities, cultural and entertainment attractions, and important commercial districts. The Triangle area is bounded by Heath Street and the Southwest Corridor Tremont Street to the south, Massachusetts Avenue to the east, the Riverway to the west, and Kenmore Square to the north.

In 1980, there were 41,905 people residing in the Mission Hill/Fenway/Kenmore study area, accounting for 7.4% of the City of Boston's entire population. A large percentage of this population were students attending area universities.

The student influence is also reflected in the housing market for the study area. Multi-unit, rental housing is by far the most common housing type, with 84% of the housing units in structures of five or more units. Only 4% of the area's total housing stock was owner-occupied in 1980.

The largest employers in the study area were the hospitals and universities, providing 32,000 jobs in 1983. When combined with the transportation of labor force statistic indicating that 72% of the area's workers either walked or took public transportation to get to work, the importance of the feeder role played by adjacent residential neighborhoods to area institutions cannot be understated.

Medical institutions dominated development in the study area from 1976-1984, responsible for nearly 70% of the over \$853 million spent on new construction and rehabilitation during that period. Residential construction and rehabilitation was next in magnitude, amounting to over \$170 million (20% of total) for 3,156 dwelling units.

Other relevant indicators for the study area area as follows:

Population (1980 data)

- o The area had a relatively young population -- 32% in the 20-24 age bracket and 22% in the 15-19 age bracket. (City-wide, persons in these two age brackets, combined, comprised only 24% of the total population.)
- o Families comprised only 26% of the area's households in comparison to 54% in the city.
- o Large number of persons lived in group quarters (32% of all persons in the area).

These population statistics evidence the presence of a large student population in the area.

Income (1979 data)

- o The area had a relatively low household and per capita income. Only 27% of all households in the area earned over \$15,000, while 42% of



households in the City had incomes over that amount. Per capita income was \$5,210 in the area, compared to \$6,555 in the City. Furthermore, 29% of the area's families and 35% of all persons were below the poverty level.

- o Many of the area's households were single students who worked part-time, if at all, and had low earnings.

Education (1980 data)

- o Residents were well-educated. 78% of the persons 25 years and older were high school graduates, compared to 68% in the City as a whole; and one-third had completed four or more years of college, in contrast to one-fifth in the City.

Labor Force (1980 data)

- o The unemployment rate in the area was relatively low -- 5.4% compared to 6.1% in Boston.
- o 45% of the area's working residents were employed in professional and related services, including health care and education.

Transportation of Labor Force (1980 data)

- o Means of transportation to work were primarily walking (39%) and public transportation (33%).
- o Only 25% travelled to work by car, truck or van, compared to 42% for residents of the City as a whole.
- o Walking to work was most prevalent in the Kenmore (28%) and Longwood Medical Center (45%) neighborhood areas.

These data are evidence that workers in the medical and educational institutions tend to reside in the vicinity of their workplaces.

Housing (1980 data)

- o Multi-unit, rental housing dominates the area.
- o Only 4% of the area's units are owner-occupied, compared to 27% in the City as a whole.
- o 84% of the area's housing units are in structures of five or more units, compared to 43% in all of Boston.
- o Tenants in the renter-occupied housing units were quite mobile: 46% of the householders moved into their units from 1979 to March 1980 in comparison to 32% city-wide.
- o The area had a large stock of condominiums as of June 30, 1983. Sixty conversion cases produced 1,237 units, most of which were in the Fenway-Kenmore area. Most of the condominium development occurred after 1980.



Workplaces and Employment

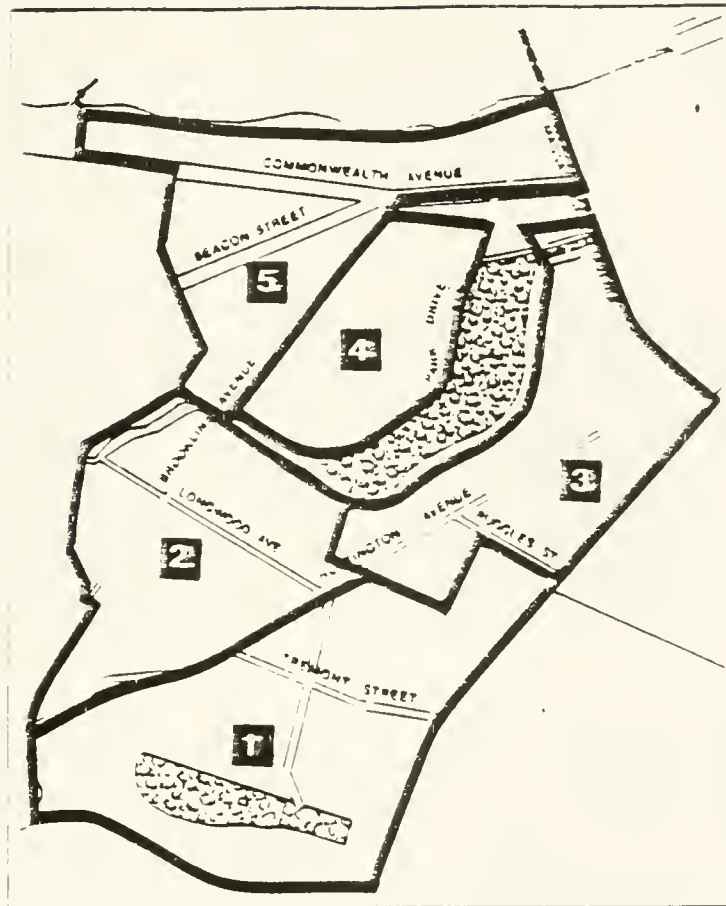
- o As of 1981, over 1,000 private business establishments were located in the area. Those establishments employed over 48,000 workers, or 11% of Boston's private employees.
- o The largest employers were mainly hospitals and universities; those with 500 or more employees accounted for 32,000 jobs in 1983.
- o By type of business, services dominated the local economy, with 72% of the area's private employment. Retail trade (17% of total) was the only other substantial sector.

Large Developments

- o From 1976 to 1984, over \$853 million were spent on new construction and rehabilitation of structures.
- o Medical institutions dominated development from 1976-1984, accounting for 68% of construction spending. The new and rehabilitated structures amounted to over 2.3 million square feet of space.
- o Second in magnitude, residential construction and rehabilitation amounted to over \$170 million (20% of total) for 3,156 dwelling units.
- o Except for cultural and recreational construction (\$36 million or 4% of total) development in other categories was of relatively small magnitude.

(The information on population, income, housing, and employment presented above is taken from the U.S. Bureau of the Census Neighborhood Statistics Program for 1980. Tables 1-12 in the data base report, available under a separate cover, provide greater detail of the area's socio-economic characteristics).

MAP 2 Sub Areas



- 1 Mission Hill
- 2 Longwood Medical Area
- 3 East Fens
- 4 West Fens
- 5 Kenmore Square/Audubon Circle

SUB-AREAS

Five neighborhood sub-areas have been identified in the Mission Hill/Fenway/Kenmore study area. Shown on Map 2 above, the five sub-areas include (1) Mission Hill; (2) Longwood Medical Area; (3) East Fens; (4) West Fens; and (5) Kenmore Square/Audubon Circle. A brief description of each follows.

1. Mission Hill

The Mission Hill sub-area is located along the southern edge of the study area and is primarily residential in nature, with two and three-family homes dominating the housing stock. The sub-area is bounded by Ruggles Street to the north, Heath Street to the south, the Southwest Corridor to the east, and Huntington Avenue to the west. The institu-



tion exerting the greatest influence in the area is the New England Baptist Hospital. Other institutions in the immediate area include the Harvard Community Health Plan and the Veterans Administration Hospital. Neighborhood interests and concerns for Mission Hill include (1) traffic and parking; (2) upgrading existing housing including the Mission Hill Main and Extension Projects; (3) stabilizing housing opportunities for low and moderate-income residents; and (4) revitalizing the Brigham Circle commercial area.

2. Longwood Medical Area

The Longwood Medical Area is the major center for the City of Boston's medical services. Hospitals in the area include Brigham and Women's, Beth Israel, Children's and the New England Deaconess. In addition to the medical facilities in the area, there are numerous educational institutions (Harvard Medical School, Massachusetts College of Art, Roxbury Community College). The sub-area is bounded by the Fenway to the north, the Jamaica Way to the south, Huntington Avenue to the east, and the Riverway to the west. Of prime concern to the residents and institutions in the Longwood Medical Area are issues of (1) traffic and parking; and (2) the management of institutional expansion.

3. East Fens

The East Fens sub-area is primarily a residential area with apartments as the dominant use. The sub-area is bounded by Massachusetts Avenue to the north, Ruggles Street to the south, the Southwest Corridor to the east, and the Fenway to the west. The institution that has the most impact on this sub-area is Northeastern University. Other institutions in the area are the Museum of Fine Arts and Symphony Hall. Neighborhood interests and concerns include (1) stabilizing housing opportunities for low and moderate-income tenants; and (2) controlling traffic congestion in the area through the vigorous enforcement of the resident sticker program; and (3) upgrading the Huntington Avenue/Massachusetts Avenue commercial district.

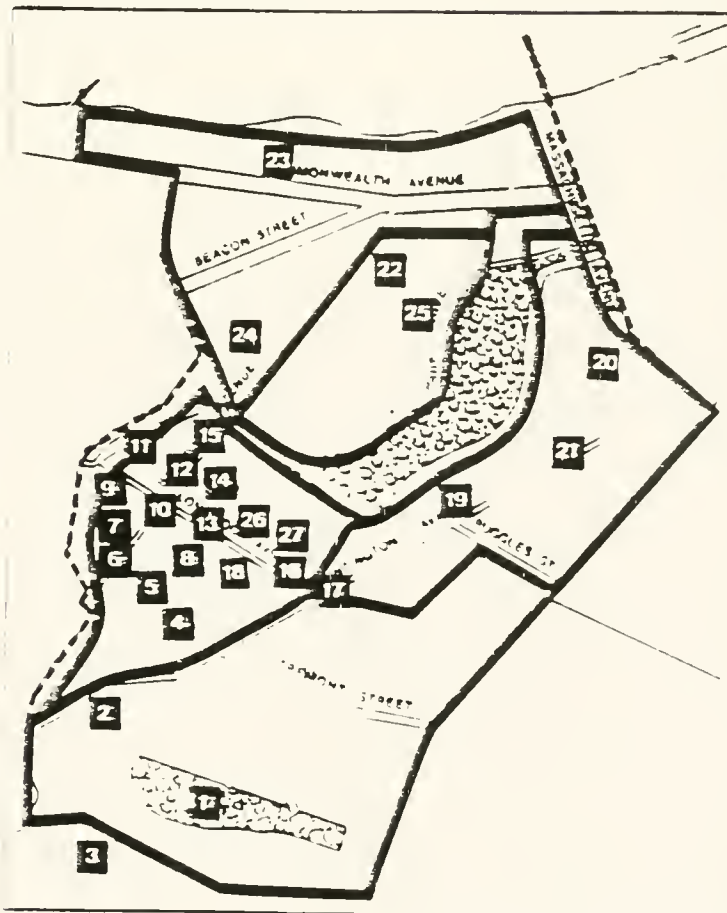
4. West Fens

The West Fens sub-area is also primarily a residential area with apartments as the dominant type of housing. The sub-area is bounded by the Massachusetts Turnpike to the north, Park Drive to the south and east, and Brookline Avenue to the west. The institution most influencing this sub-area is Fenway Park and the Red Sox. Other institutions present in the area include Boston University and the Harvard Community Health Plan. Of prime concern and interest to this sub-area are (1) stabilizing housing opportunities for low and moderate-income tenants; (2) controlling traffic congestion through the rigorous enforcement of the resident sticker program; (3) controlling the infusion of surface parking lots; and (4) promoting the mix-use development of under-utilized parking lots.

MAP 3
MISSION HILL/FENWAY/KENMORE - Institutional Uses

- | | |
|--|--|
| 1. New England Baptist Hospital | 15. Emmanuel College |
| 2. Harvard Community Health Plan Hospital | 16. Massachusetts College of Pharmacy and Allied Health Sciences |
| 3. Veterans Administration Hospital, Jamaica Plain | 17. Mass. College of Art/Roxbury Community College |
| 4. Brigham & Women's Hospital | 18. Harvard Medical Schools |
| 5. Dana Farber Cancer Institute | 19. Museum of Fine Arts |
| 6. Joslin Diabetes Center | 20. Symphony Hall |
| 7. New England Deaconess Hospital | 21. Northeastern University |
| 8. Children's Hospital | 22. Boston Red Sox |
| 9. Temple Israel | 23. Boston University |
| 10. Winsor School | 24. Harvard Community Health Plan |
| 11. Wheelock College | 25. Boston Latin Academy |
| 12. Simmons College | 26. English High School |
| 13. Mass. College of Art | 27. Boston Latin School |
| 14. Beth Israel Hospital | |

MAP 3 Institutional Uses





5. Kenmore Square/Audubon Circle

The Kenmore Square/Audubon Circle sub-area is a major commercial center as well as the focus for much of the campus of Boston University. As part of an ongoing process, Boston University has set up a University-Community Task Force to deal with University-Community relations. The sub-area is bounded by Massachusetts Avenue to the north, the Boston University Bridge to the south, Brookline Avenue to the east, and Storrow Drive to the west. Neighborhood interest and concerns include (1) the provision of adequate parking without the further congestion of the local streets; (2) the regulation of licensed commercial uses; and (3) the stabilization of housing opportunities for low and moderate-income tenants.

Table 1, on the following page, outlines the characteristics of each sub-area in terms of physical structure, institutions present, neighborhood associations, current projects, and interests/concerns of the neighborhood.

Table 1

Characteristics of the Sub-Areas

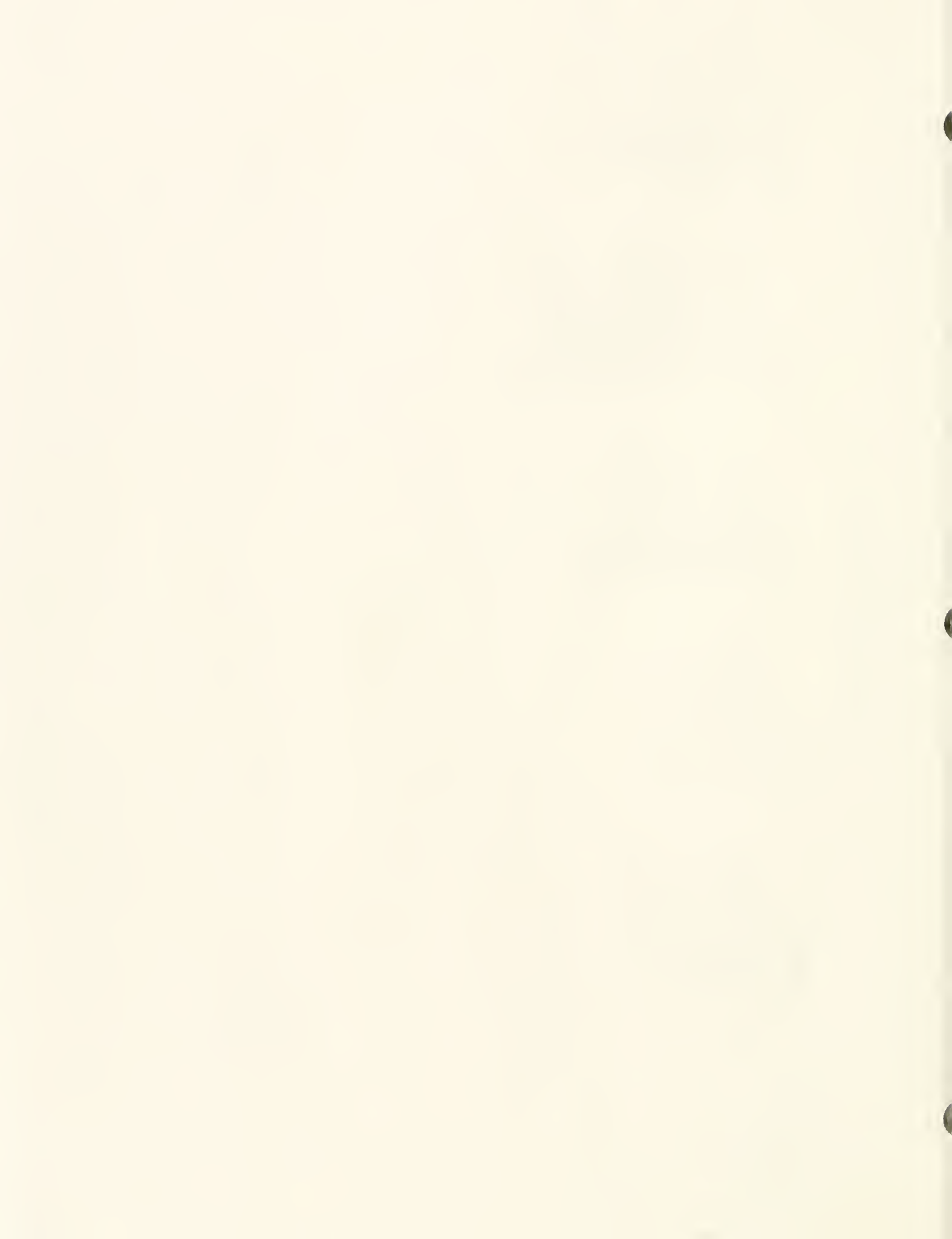
Sub-Areas	Physical Structure	Mission Hill	Longwood Medical Area	East Tents	West Tents	Kenmore Square Audubon Circle
Characteristics (See Map 3 for Locations)		<ul style="list-style-type: none"> o Primarily residential o Mostly 2-3 family homes and small apart- ment houses 	<ul style="list-style-type: none"> o Primarily educational and medical institu- tions in buildings of varying heights located in campus settings 	<ul style="list-style-type: none"> o Primarily residential area containing mostly apartments (average 4 stories) 	<ul style="list-style-type: none"> o Primarily residential area containing mostly apartments (average 4 stories) 	<ul style="list-style-type: none"> o Commercial District o Numerous licensed, com- mercial activities o Townhouse residential area adjacent to Charles River o Audubon Circle apart- ments (average 4 stories) area
	<ul style="list-style-type: none"> o New England Baptist Hospital o Harvard Community Health Plan Hospital o Veterans' Administra- tion Hospital 	<ul style="list-style-type: none"> o Harvard Medical School o Mass. College of Pharmacy & Allied Health Science o Wheelock College o Simmons College o Emmanuel College o Children's o Brigham and Women's o Dana Farber Cancer Institute o Joslin Diabetes Center o New England Deaconess o Beth Israel o Winsor School o Temple Israel o English High School o Boston Latin School 	<ul style="list-style-type: none"> o Northeastern Univer- sity o Christian Science Mother Church o Symphony Hall o Massachusetts College of Art o Roxbury Community College 	<ul style="list-style-type: none"> o Fenway Park o Boston University o Boston Latin Academy o Harvard Community Health Plan 	<ul style="list-style-type: none"> o Boston University expansion 	

Table 1
 Characteristics of the Sub-Areas (continued)

Sub-Areas	Mission Hill	Longwood Medical Area	East Fenys	West Fenys	Kenmore Square Audubon Circle
Neighborhood and Institutional Organizations	<ul style="list-style-type: none"> o Mission Hill Planning Commission o Mission Hill and Extension Development Task Forces o Triangle Association o Back of the Hill Association o Neighborhood Housing Services o Roxbury Tenants of Harvard Residents o Brigham Circle Merchants 	<ul style="list-style-type: none"> o Medical Area Service Corporation (MASSCO) o Roxbury Tenants of Harvard Residents 	<ul style="list-style-type: none"> o Fenway Civic Assoc o Fenway Community Development Corp o Symphony United Neighborhoods o Massachusetts Ave Merchants o Boston Fenway Program 	<ul style="list-style-type: none"> o Fenway Civic Assoc o Boston Fenway Program 	<ul style="list-style-type: none"> o Bay State Road Civic Association o Bay State Road Neighborhood Assoc o Kenmore Association o Boston Fenway Program o Audubon Circle Neighborhood Assoc
Projects	<ul style="list-style-type: none"> o Mission Hill plan and Extension improvements o 700 Huntington Ave o Brigham Circle commercial area improvements 	<ul style="list-style-type: none"> o Longwood North director's office/garage project o Children's Hospital replacement bed addition o Brigham and Women's ambulatory building and garage o Children's Inn expansion 	<ul style="list-style-type: none"> o Recent substantial improvements including street and alley upgrading, renovation and development of housing, and commercial projects as part of the Fenway Urban Renewal Plan. 		<ul style="list-style-type: none"> o Boston University Bookstore new stores, signs, trees, planting

Table 1
 Characteristics of the Sub Areas (continued)

Sub Areas	Mission/Goal	Longwood Medical Area	East Tents	West Tents	Kenmore Square Audubon Circle
Interests/Concerns	<ul style="list-style-type: none"> o Up grade housing o Stabilize housing opportunities for low/moderate income residents o Revitalize Brigham Circle commercial area o Undertake open space preservation projects 	<ul style="list-style-type: none"> o Adopt policies and construct improvements to facilitate traffic flow and provide adequate parking o Coordinate institutional expansion projects with area planning goals 	<ul style="list-style-type: none"> o Stabilize housing opportunities for low/moderate income tenants o Control traffic congestion and enforce resident sticker program to control commercial parking in residential area o Up grade the Tents Park 	<ul style="list-style-type: none"> o Stabilize housing opportunities for low/moderate income tenants o Control traffic congestion and enforce resident sticker program to control commercial parking in residential area o Control intrusion of surface lots o Promote mixed use development of under utilized parking lots o Up grade the Back Bay Tents 	<ul style="list-style-type: none"> o Provide adequate parking to serve area without further congesting local streets o Regulate expansion of licensed commercial use o Stabilize housing opportunities for low/moderate income tenants o Coordinate institutional expansion projects with area planning goals



II. ISSUES OF CONCERN

The primary issues of concern to residents and institutions in the Mission Hill/Fenway/Kenmore triangle focus on transportation matters. They include management of institutional expansion to minimize potential traffic and parking impacts and the need to implement various proposed traffic and public transit improvements. Additional concerns in the area relate to the need for up-grading commercial areas, the provision of adequate housing for students and residents of low and moderate income, the preservation of open space and the review of institutional development projects. Table 1 identified the specific concerns of each sub-area. A more generalized discussion of the issues follows.

A. Transportation

Background

The study area is affected by the traffic and parking problems of a growing city. These problems include increased traffic flow and inadequate parking as well as the localized impacts of specific institutions.

The major regional traffic corridors which service this area -- Massachusetts Avenue, Columbus Avenue, Commonwealth Avenue and the Riverway -- and the major radial streets including Huntington Avenue, Brookline Avenue, Ruggles Street and Park Drive are now functioning at or near capacity. There is a need to understand the traffic flow on these streets, to make projections for additional future growth, and to identify improvements which might be undertaken to minimize the adverse traffic impacts.

In addition to the broad, city-wide traffic and parking concerns, there are a number of local concerns related to: the impacts upon a given area resulting from specific development activities, traffic impacts of existing major facilities, and underutilized surface parking lots.

The New England Baptist Hospital and Brigham and Women's Hospital expansion plans, for example, have been a major source of community concern. The adjacent neighborhoods would like to see both short and long-term measures undertaken to deal with the potential traffic and parking impacts of these developments. Additional institutions such as the Dana Farber Cancer Institute and the New England Deaconess are planning various development activities which will reinforce the need to develop common strategies to deal with potential traffic and parking problems.

In some cases, institutions are planning to construct parking facilities to address a shortfall in parking demand. MASCOS, Northeastern University, New England Baptist Hospital, the Red Sox, have all discussed at one time or another the possibility of building parking facilities. These projects could be beneficial if undertaken in concert with other measures to minimize the traffic and parking impacts and up-grade the area.

The numerous surface parking lots located throughout the Mission Hill and West Fenway area serve the needs of employees working in the adjacent institutions. However, some of these lots may not exhibit the best use of land and should be considered for mixed-use development of housing, office, and parking within the context of a plan to address the area's parking needs.

Review of Transportation Improvements (Current and Proposed)

The major radial streets serving the area must be improved if traffic on the inner residential streets is to be minimized. A number of traffic and public transit improvements have been proposed over the years to address the regional access issue in the district. (See Map 4 for locations of proposed traffic/transit improvement projects.) The Sears rotary and Huntington Avenue Phase III are currently being discussed with appropriate State agencies.

Transportation Development Opportunities/Activities

1. Huntington Avenue III:

As currently planned, the Huntington Avenue Phase III project will, by narrowing the sidewalk, provide an additional lane to facilitate traffic flow and improve service on the Arborway line.

2. Sears Rotary:

The Sears rotary improvement will force southbound traffic at Sears to utilize the rotary rather than Brookline Avenue. Since most of this traffic is regional in nature, it is expected that this traffic will continue south along the Riverway rather than return to Brookline Avenue to travel south.

3. Brookline Ave./Riverway:

A proposal to make Brookline Avenue northbound and the Riverway southbound is considered as a viable strategy to ease traffic congestion in the Longwood Medical area. This plan needs further analysis and consideration by various public agencies.

4. Longwood Ave. widening:

As development takes place on Longwood Avenue, from Brookline Avenue to Blackfan Street, buildings will need to be set back so that the street can be widened by an additional traffic lane.

5. Ruggles Street:

It serves as a major traffic corridor for vehicles traveling around the perimeter of the City from Boston City Hospital and the Expressway to the Longwood Medical area. The Inner Belt was a proposal for accommodating this flow which, because of its impact, was terminated as a project. Additional studies are needed to come up with a new plan to accommodate this circumferential traffic.

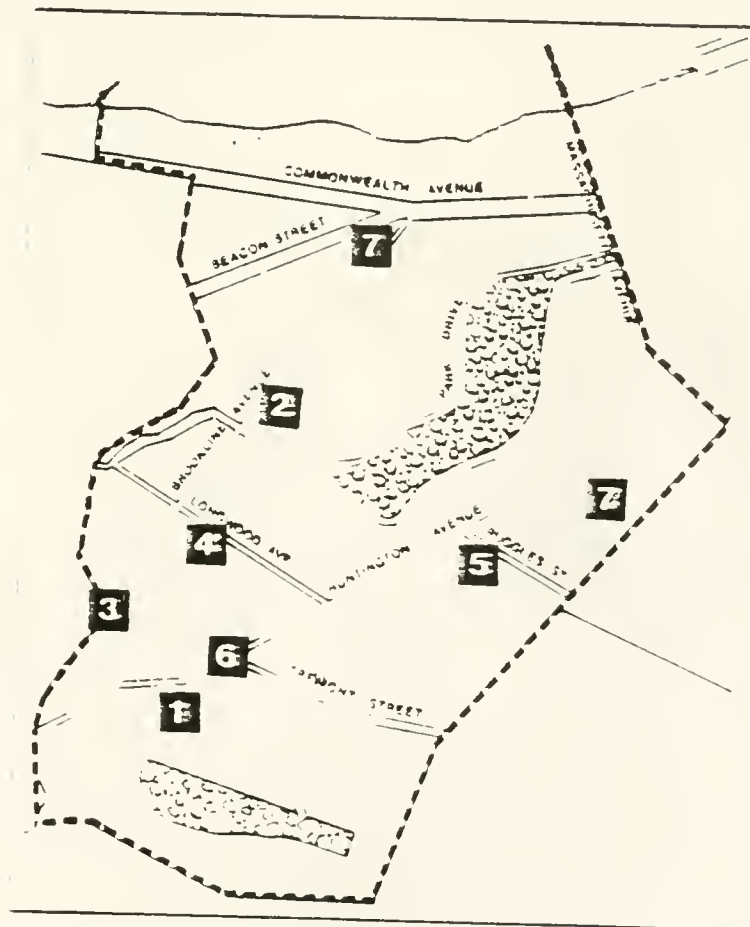
6. Francis Street Improvements:

It is proposed that parking on the north side of Francis Street be removed in front of the new Brigham and Women's garage and Ambulatory Services Building and that the street be re-stripped so that there is adequate width for traffic flow in each direction. Another proposal which will require substantial analysis, would restrict the through flow of traffic on Francis Street.

7. Parking Facilities:

Northeastern University has plans for a five-story, 1,000 space parking garage. The Red Sox also are considering building a parking garage on the site of their current lot.

MAP 4 Proposed Traffic/Transit Improvements



- | | |
|---------------------------|-------------------------------|
| 1 Huntington Ave Phase II | 5 Ruggles Street |
| 2 Sears Rotary | 6 Francis Street |
| 3 Brookline Ave Riverway | 7 Proposed Parking Facilities |
| 4 Longwood Ave | |



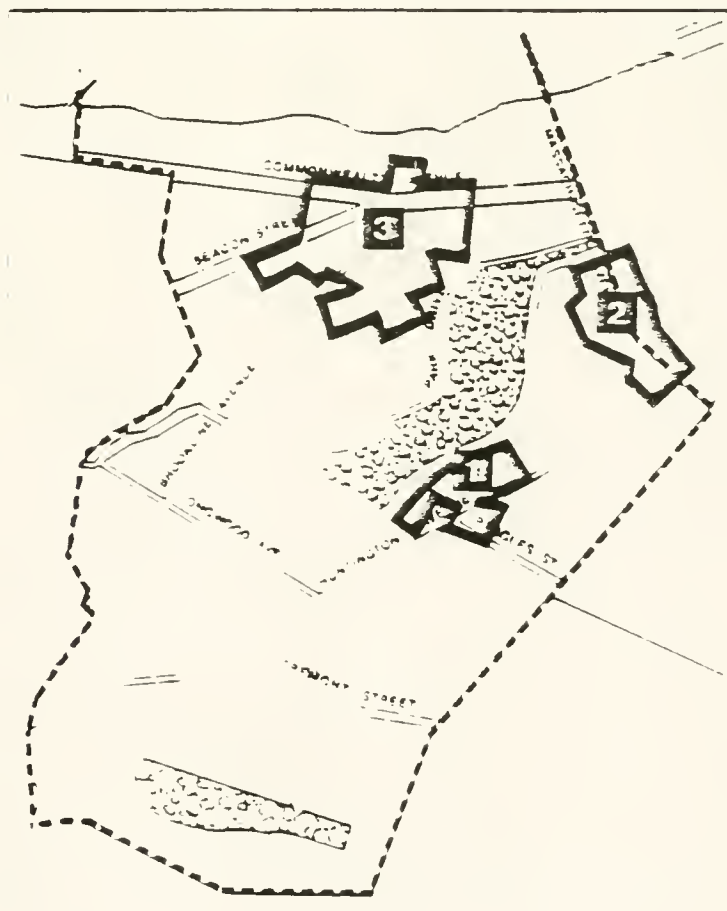
B. Commercial Area Deterioration

Background

Upgrading neighborhood commercial areas has long been a focus in this district. Although commercial area deterioration continues to be a major problem, some progress including the following has been made in recent years.

1. Three Commercial Area Revitalization Districts (CARD) -- Museum of Fine Arts/Huntington Place, Kenmore Square, and Massachusetts Ave. and East Fenway have been established in the area. (See Map 5).
2. Improvements to commercial establishments located along Massachusetts Avenue and in Kenmore Square have been carried out.
3. Improvements to commercial establishments at Brigham Circle have been undertaken.

MAP 5 Commercial Area Revitalization Districts



- 1 Huntington Place Museum of Fine Arts
- 2 Kenmore Square
- 3 Mass Ave East Fenway

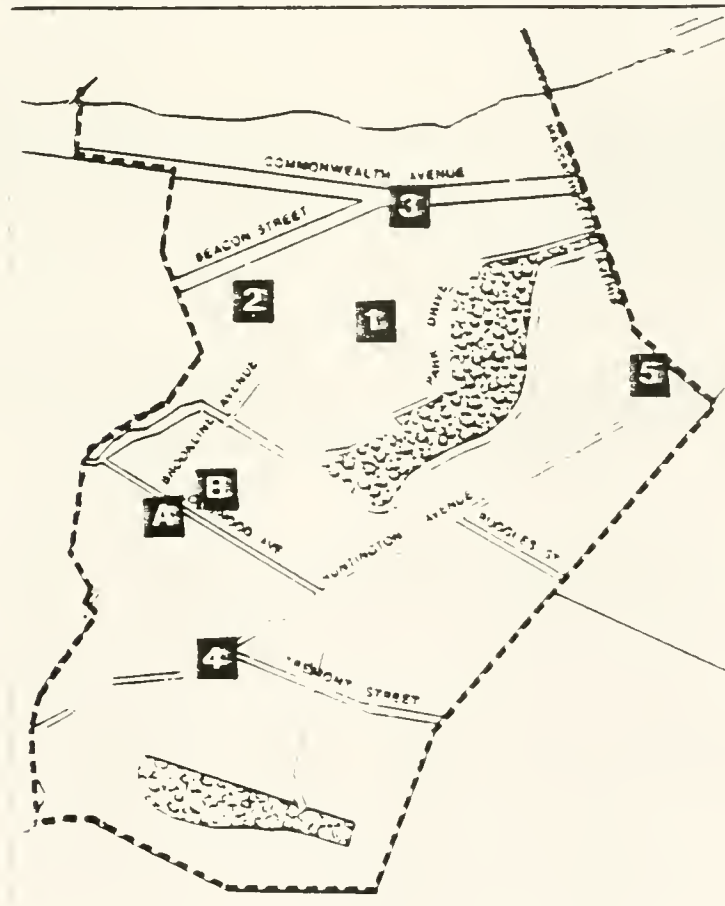


Review of Commercial Improvements (Current and Proposed)

Many groups, public and private, are working toward upgrading the commercial areas in the Mission Hill/Fenway/Kenmore Triangle. Such work might be enhanced by fostering a sense of cooperation and communication among the various organizations working toward commercial revitalization of the area. The vehicle for such cooperation is yet to be determined but may well be contained in the Advisory Committee process in the form of a commercial area sub-committee.

Future activities planned for the upgrading of commercial areas include various projects as listed below which are either under construction or are being considered.

MAP 6 Commercial Development Opportunities/Activities



- | | |
|-------------------|----------------------------|
| A Children's Inn | 3 Kenmore Square |
| B Longwood North | 4 Brigham Circle |
| 1 Boylston Street | 5 Huntington Ave. Mass Ave |
| 2 Red Sox Parking | |



Under Construction

A. Children's Inn Renovation:

Addition of 32,000 sq. ft. of retail, 30,000 sq. ft. of office space and 82 hotel rooms.

B. 333 Longwood

Recent completed construction of a 500 car garage (net addition of ±250 spaces) and 75,000 sq. ft. of ground floor retail/office space.

Commercial Development Opportunities/Activities

1. Brigham Circle:

Possible designation of Brigham Circle as a CARD district.

2. Boylston Street:

A number of surface parking lots exist on Boylston Street which are used primarily for Red Sox parking. These under-utilized properties could be developed for a mix of housing/parking and commercial uses as long as there is at the same time a strategy to deal with the area's deficit of commuter parking spaces.

3. Red Sox Parking:

The Red Sox parking lot located on Brookline Avenue and Beacon Street has been considered as a viable site for a parking garage and air rights commercial/housing development.

4. Kenmore Square:

Development of Deerfield/Commonwealth Avenue site for the B.U. School of Hotel Management and Conference Center.

5. Massachusetts Avenue/Huntington Avenue:

Initiation of improvement efforts within the Massachusetts and Huntington Avenue commercial district.

C. Housing

Background

A major concern to both residents and institutions is both the increasing cost and the growing unavailability of housing in the area for long-term residents and employees. This concern is also related to the area's traffic issues. Currently 38% of employed residents in the district walk to work in contrast to 17% for the City of Boston. Housing strategies will have to be developed in order to continue to minimize a reliance on auto access for the journey to work.

Three specific housing issues are of concern to various sub-areas of the district: decrease in the existing supply as a result of Boston University's expansion, disposition and development of the vacant Lahey property for housing purposes, and the initiation of development opportunities which are responsive to residents' concerns.

The expansion of Boston University into adjacent residential areas is an issue that has received increased attention in recent years. The prime concern of the residents in neighborhoods surrounding Boston University is the preservation of affordable housing. As noted previously, the University has initiated dialogue on this and other community concerns through its University-Community Task Force.

Another institution which has affected the area's housing market is the Lahey Clinic. During the late 1960's and early 1970's the clinic purchased a substantial portion of the Back of Mission Hill -- an area bounded by Heath Street and Fisher Avenue -- in order to provide a site for the development of a new clinic. After purchasing the property and demolishing many residences, a decision was made to locate the Lahey Clinic in Burlington. This property remains a prime development parcel. Thus far, Lahey and the Back of the Hill Neighborhood Association and the City have been unable to agree on a disposition plan for the redevelopment of this parcel.

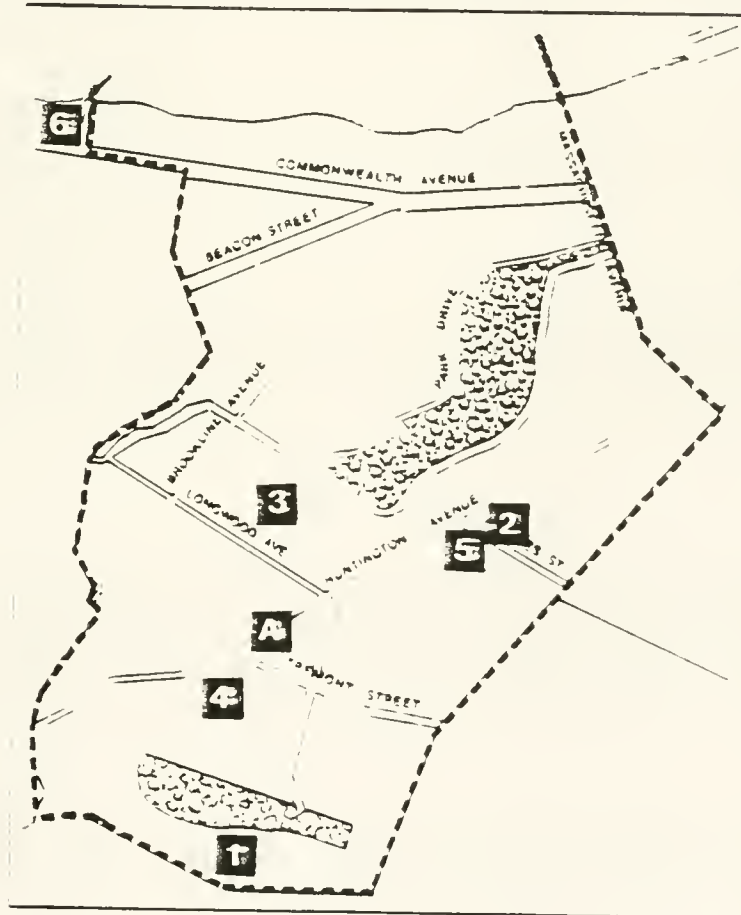
The quarry site owned by Harvard University is a good example of a development opportunity that would benefit from increased dialogue. Thus far, at least two possibilities have been mentioned for the site. (1) housing and (2) open space preservation.

Both the institutions and neighborhood groups have mutual interest in the development of affordable housing. This housing is needed to provide accommodations on campus or in the Triangle district for the increasing number of students and families who need to reside in the area.

Review of Housing Improvements (Current and Proposed)

A number of housing development sites all of which are controlled by various institutions exist within the Triangle District. These locations are identified below. These sites might be used to provide on-campus student housing and/or off-campus residence for employees in the area.

MAP 7 Housing Development Opportunities



- | | |
|-----------------------|---------------|
| A 706 Huntington Ave | 4 Quarry Site |
| 1 Laney Clinic Site | 5 Tavern Road |
| 2 Wentworth Institute | 6 Armory Site |
| 3 Emmanuel College | |



Under Construction

A. 706 Huntington Avenue:

Forty units of rehabilitated housing are currently under construction at 706 Huntington Avenue. The site is owned by Brigham and Women's Hospital and is being developed in cooperation with Mission Hill Neighborhood Housing Services.

Housing Development Opportunities/Activities

1. Lahey Clinic:

Vacant site on back of Mission Hill. The City is presently working with Lahey Clinic on a disposition plan for the property.

2. Wentworth Institute:

Site owned by Wentworth. This site could be leased to an institution in the area for mixed-use housing, parking and retail development.

3. Emmanuel College:

Located adjacent to English High off Avenue Louis Pasteur is a parcel of land consisting of Alumnae Hall and a surface parking lot. A mixed-use development possibly including housing could be considered for this site.

4. Quarry Site:

Harvard University owns, adjacent to Brigham Circle, a parcel of land consisting of an at grade surface parking lot/ shopping center behind which is located a large ledge area. Opportunities exist to preserve a portion of the site as open space as well as develop housing, parking and commercial uses.

5. Tavern Road:

Northeastern University is considering the development of dormitory housing on parcel of land which it controls on Tavern Road.

6. Armory Site:

Assuming the property can be conveyed to Boston University allowing for residential re-use, the University is committed to develop student housing.



D. Institutional Expansion

Background

Because medical and education institutions are conditional uses in Boston, special permits must be sought before the Zoning Board of Appeals (ZBOA) in order to obtain a building permit. As a consequence of this review process, institutions must undergo a lengthy community review of their project before they receive ZBOA and BRA approval.

Major concerns of the residential groups include the expansion of institutions beyond their current boundaries into existing residential areas, the mix of uses and the magnitude of proposed development. Where major changes are proposed, the BRA planning review includes an analysis of the institution's master plan. The Authority wants to be certain that the development is based upon a logical planning process and that the institution and the adjacent area can adequately accommodate the projected growth. A thorough impact analysis is needed for proposals which include additional parking or activities which generate substantial traffic and parking.

Review of Institutional Improvements (Current and Proposed)

The development of institution-related projects currently being developed consists primarily of replacement bed facilities, research labs and parking garages to serve the area's hospitals.

Under Construction

A. Children's Hospital:

Replacement of 280 beds through construction of new in-patient tower.

B. Brigham and Women's Hospital:

Construction of an underground garage for 240 cars and Ambulatory Doctor's Office building of 114,000 sq.ft.

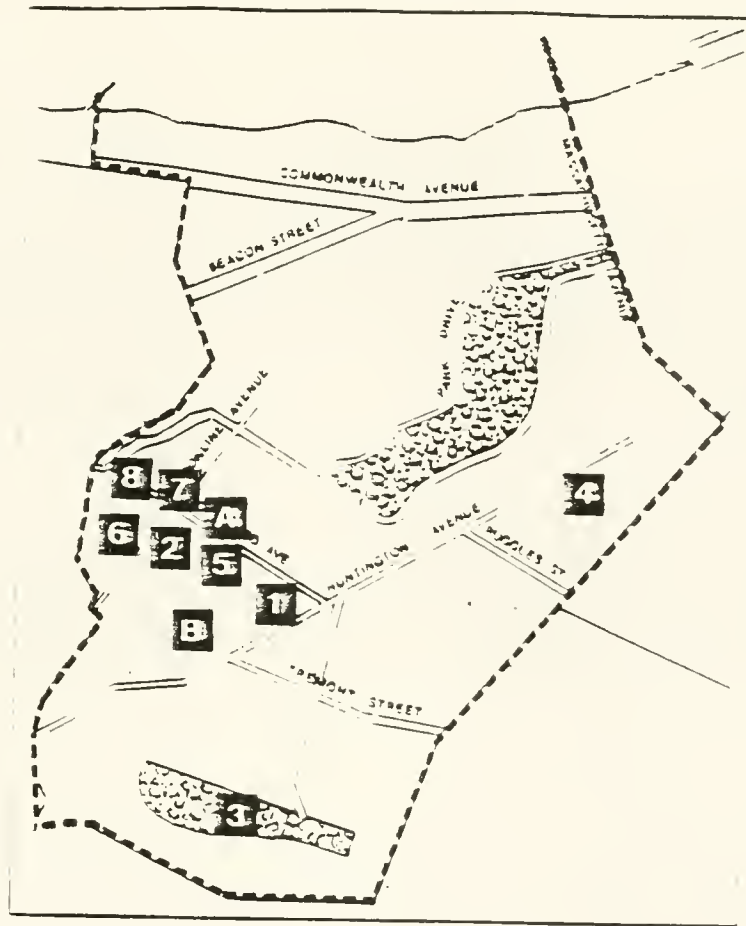
Institutional Development Opportunities/Activities

1. Harvard Medical School:

Addition and renovation of medical school to accommodate up-graded teaching facilities.

2. Dana-Farber:

Seven story, 100,000 sq.ft. addition including ground floor retail, research and office space.



- | | |
|--------------------------------|----------------------------------|
| A Children's Hospital | 4 Northeastern University |
| B Brigham and Women's Hospital | 5 Children's Hospital |
| 1 Harvard Medical School | 6 New England Deaconess Hospital |
| 2 Dana Farber | 7 Mass College of Art |
| 3 New England Baptist Hospital | 8 Temple Israel/Windsor School |

3. New England Baptist Hospital:

Three story, 130 replacement bed addition and renovation to main buildings.

4. Northeastern University Garage:

Development of a 5-level, 1000 car garage will be reviewed as part of the Parcel 18+ Advisory Committee.

5. Children's Hospital Research Tower

6. New England Deaconess Facilities Upgrading



7. Mass College of Art Redevelopment:

The State will be able to dispose of the Mass College of Art property in another 3-4 years when the college is able to complete their relocation to their new facilities at the former Boston State property. Planning is currently underway to develop guidelines for the re-use of the MCA site. Area medical institutions would like to develop shared facilities at this location.

8. Temple Israel/Winsor School:

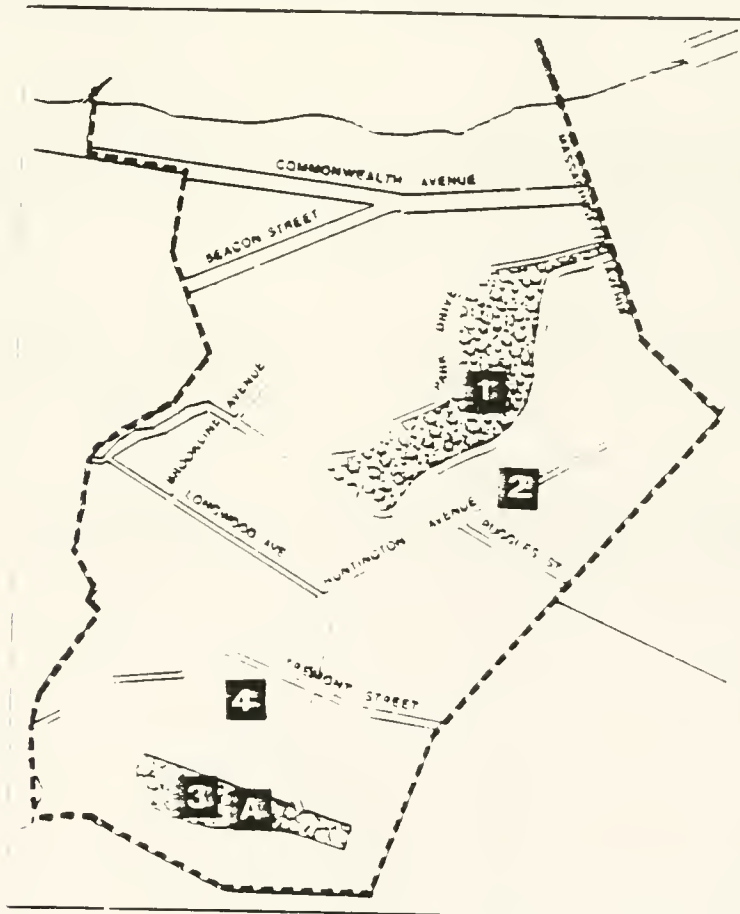
Temple Israel and the Winsor School have reviewed, under the direction of the Medical Area Service Corporation (MASCO), consultant guidelines for the development of their property bordering on Longwood and Brookline Avenues. A mixed-use garage/commercial/possibly housing site is under consideration.

E. Open Space

Background

The Back Bay Fens is one of the City's major open spaces and one of the most important amenities in the Triangle District. In addition to this regional park facility, a number of smaller open spaces are of importance to the community. Two such areas, the field adjacent to McLaughlin Playground and the Quarry site are owned by area institutions (New England Baptist Hospital and Harvard University respectively). Various residents would like to see portions of these sites permanently reserved for open space purposes.

MAP 9 Open Space Improvement Opportunities



- | | | | |
|---|------------------------|---|---------------|
| A | McLaughlin Playground | 3 | Mission Field |
| 1 | Back Bay Fens | 4 | Quarry Site |
| 2 | Open Space Partnership | | |



Review of Open Space Improvements (Current and Proposed)

Under Construction

A. McLaughlin Playground:

A \$365,000 renovation grant provided through the State Land and Water Conservation Fund and the City's Neighborhood Development and Employment Agency is being used to renovate the tot lot and ballfield as well as provide for new fencing and planting.

Open Space Development Opportunities/Activities

1. Back Bay Fens:

Plans are currently being prepared for upgrading the Fens under a special grant celebrating Olmsted's 100th birthday. The \$1 million grant is currently being used in part to retain a master planner who will identify a first phase program. In addition, area institutions such as the New England Deaconess have agreed to maintain portions of the park adjacent to their facilities.

2. Open Space Partnership:

A newly formed public/private open space partnership plans to work with agencies and institutions along the Huntington Avenue, from Massachusetts Avenue to Brigham Circle to upgrade these urban open spaces.

3. Mission Hill Field:

The field located adjacent to the McLaughlin Playground is owned by New England Baptist.

4. Quarry Site:

The quarry site mentioned previously under housing opportunities may also be developed in whole or in part for open space objectives

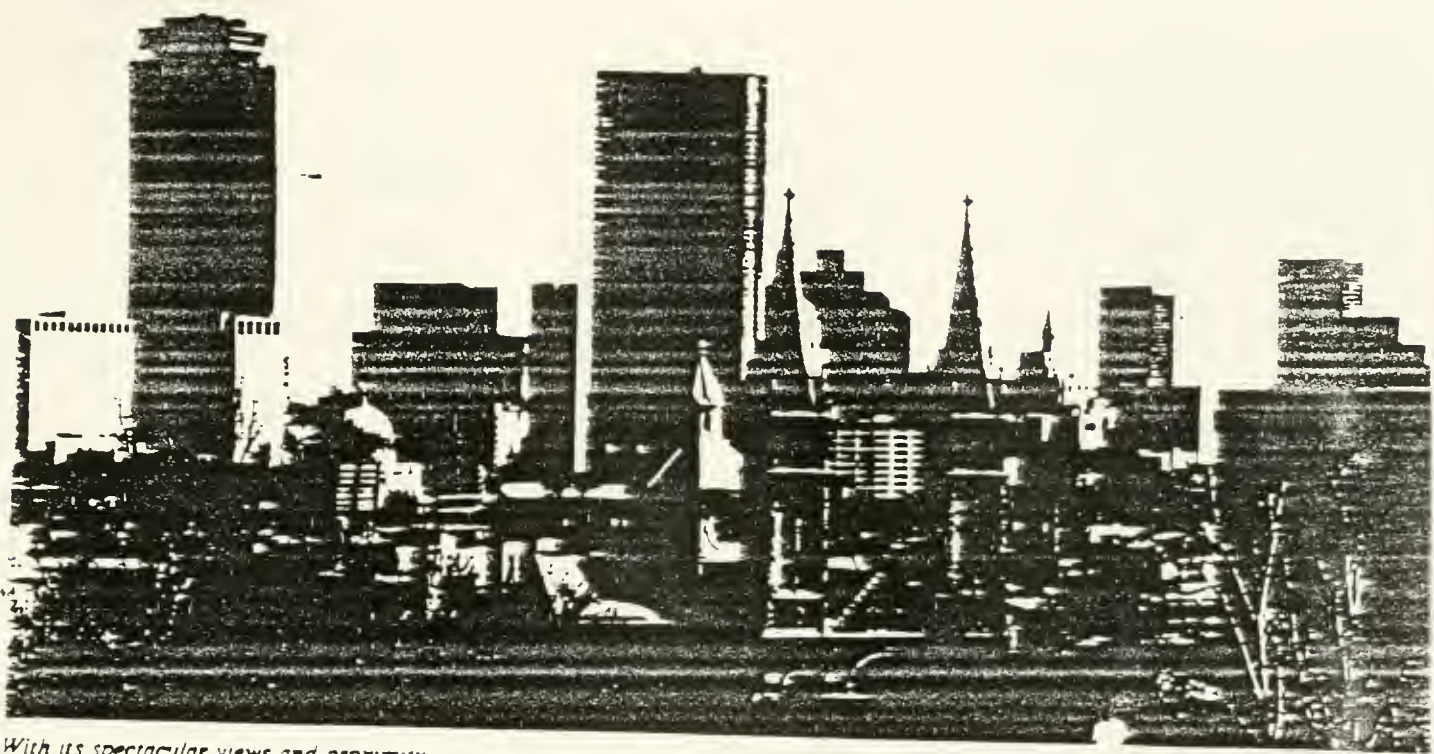


MISSION HILL

NEIGHBORHOOD PROFILE

MISSION WILL

MISSIONS REPORT PROFILE



With its spectacular views and proximity to downtown Boston, Mission Hill remains a highly desirable residential area.

I. Introduction/Summary

Mission Hill is one of Boston's most unique neighborhoods. Focusing on Parker Hill, the second highest point in the City of Boston, two and three family frame structures share an uneasy co-existence with the largest hospital complex in New England. This residential/institutional conflict is common in many of Boston's neighborhoods, but nowhere is it as complex and concentrated as in the Mission Hill neighborhood. Parking, traffic, institutional expansion, and pollution are but some of the concerns held by the residents of the neighborhood in regard to the Medical Center Area.

The residents of Mission Hill are a heterogeneous mix of low and middle income citizens. The district has attracted many young working class residents in recent years drawn by moderately priced apartments and home ownership opportunities. Some residents have been drawn to Mission Hill by its proximity to the Medical Area. These new homeowners and long-time residents of the Hill have been taking advantage of the home improvement and rehabilitation programs offered by the City and the

Neighborhood Housing Services operation on Mission Hill. Supported by City improvements such as street lights, sidewalk and street improvements and playgrounds, streets like Deile Avenue are becoming attractive urban residential settings.

With the construction of the Southwest Corridor Project, new Orange Line rapid transit and Amtrak passenger lines, Mission Hill will receive new transportation service. The Corridor project will also remove the blighting influence of the vacant Corridor site with the construction of a regional park and trail along the Corridor right-of-way. Opportunities for new development will be available adjacent to the new stations, Roxbury Crossing and Ruggles Street, and along the Corridor itself.

Mission Hill contains, or is immediately adjacent to, over 3,500 units of subsidized housing. 2,700 of these units are in the three aging public housing projects, Bromley-Heath, Mission Hill and Mission Extension. While new efforts are being made by the Boston Housing Authority at Mission Hill (main) and Extension and through the Tenant Management Corporation at Bromley-Heath, these

projects remain as high priority problems for the neighborhood. More funds should be provided by the federal government for renovation and maintenance and continued initiatives should be made to involve tenants in the planning process. This planning process should result in a master plan for each project, issues such as security, site design and maintenance should be dealt with in this process.

Past public investment in Mission Hill has focused on the renovation of the public and private housing stock available in the neighborhood. In addition, substantial public investment has been made in street improvements to support housing investment.

Because of its location and housing stock Mission Hill will continue to attract new residents. Programs that assist the upgrading of the housing on Mission Hill must continue to be the highest priority for City funds.

This 1978 Mission Hill profile is intended to assist the residents of Mission Hill and others by describing the issues present in the community and the current plans and proposed strategies being used to deal with these issues.

II. District Profile

A. EXISTING COMMUNITY NEEDS

1. Total District

a. Population and Income Characteristics

The composition of people in Mission Hill has shifted in the last 20 years from a closely knit, Irish Catholic, family residential neighborhood to a heterogeneous community of 21,000 people. It is now a multi-ethnic community that in 1970 was 76% white, 17% black and 7% Hispanic. However, over half of the Mission Hill families below poverty level, 70% of the black population and 52% of the Hispanic population, are in the Mission Hill Projects area which contains only 25% of Mission Hill's total population.

Mission Hill is housing an increasing number of students and young professionals; a 1972 market study conducted by Robert Gladstone and Associates indicated that demand for housing is found in all price ranges and all income levels in Mission Hill. Specifically, there is a demand for smaller units created by student growth in the area and a demand by an increasing number of professionals (such as physicians and professors), many of whom desire to reside as close to their work as possible.

While Mission Hill contains the largest concentration of medical and educational institutions in the City, most of the employees reside outside the district and the 1970 median family income in Mission Hill was \$8,400 and is slightly below the City-wide median of \$9,133 (1970).

b. Housing

In 1970, 42% of Mission Hill's residential structures were owner occupied. While some distortion of these figures occurs because of the public housing project areas and the Medical Center area, Mission Hill is well below the City owner-occupancy rate of 72%. Only the Triangle Area with 74% exceeds this rate at the Top of the Hill follows with 64%.

The relatively low rate of owner-occupancy creates the traditional problems inherent with absentee-owners, such as lack of maintenance, etc. These



The Mission Church has long been a center of community life on Mission Hill

problems are less severe than other areas of the City, however. A 1974 survey by the Boston Redevelopment Authority (excluding units in the Mission Hill Projects) found that 70% of the housing units were in good condition with minor repairs required, 25% were in fair condition with moderate repairs required and the remaining 5% in poor condition.

c. Commercial and Institutional Areas

The economic life of Mission Hill is dominated by the institutions of the Medical Area and other educational facilities. While these institutions represent an important employment and service resource to the neighborhood and the City, the problems caused by their density have a great impact on the neighborhood.

The continued reliance on the automobile by employees and visitors has created a situation of critical proportions. Parking, circulation and pollution problems grow daily. New parking structures are proposed in order to ease the pressure on residential streets; however, the construction of new parking facilities may only serve to draw new traffic into the area and exacerbate the problems which now exist.

The Medical Area contains fourteen medical institutions, five colleges, three public schools and a temple, as well as a limited amount of housing and retail space. The high density of these uses should be viewed in a positive light as well. Community institutional cooperation on issues such as recreational facilities can relieve pressures caused by the effects of inflation and declining Federal assistance to the City.

The neighborhood commercial area along Brigham Circle and along Tremont Street provides many needed services to the community. The business district is in need of renovation and improvements in traffic circulation through the Brigham Circle intersection.

City involvement in the business district must depend upon cooperative actions and efforts to be made by property owners and business owners.

d. Transportation

Mission Hill is served by the Arborway branch of the Green Line trolley system. Service to Brigham Circle is adequate; however, passengers are forced to wait exposed to both the elements and traffic hazards on a small reservation in the center of Huntington Avenue. The Mission Hill Planning Commission has recently begun the "Mission Link" shuttle bus service from Brigham Circle to other areas of the Hill. Funded in part by the City's CDBG funds and the institutions on the Hill, the service will be of special value to the neighborhood's elderly citizens.

New transit service to Mission Hill will become available with the construction of the Orange Line through the Southwest Corridor. Stations will be constructed at Roxbury Crossing (Tremont Street) and Ruggles Street. The project is expected to be completed in 1984.

e. Community Facilities and Public Improvement Needs Existing Open Space

Mission Hill/Medical Center Planning District currently contains approximately 44.86 acres of public open space. This provides only an average of 2.18 acres/1,000 which is well below the goal of 5 acres/1,000 established for each neighborhood. How-



ever, Jefferson Playground and Olmsted Park are located at the southern boundary and the Back Bay-Fens forms the northwestern boundary. Thus these sites serve Mission Hill/Medical residents as well. The district is well provided with passive recreation space. Both Evans Park and the 23-acre Riverway which runs the entire western boundary of the district, and 3 smaller landscaped squares provide this type of space.

Active recreation space is limited within the neighborhood. Only 2 of 7 sites, Mission Hill and Park Hill Playgrounds provide active recreation facilities, and as a result, both sites are heavily used. Of these 2 sites, Mission Hill was found in fair condition while Parker Hill was good. The passive sites were all found in good condition.

5. Special Facilities

The Boston Parks and Recreation Department maintains 2 indoor recreation facilities: Tobin Municipal Building and Mission Hill Extension. A skating rink, Kelly Rink, is provided by the MDC on the Riverway near Brookline Avenue. Mission Hill is one of only 2 planning districts which does not contain at least one swimming pool. The Hennigan Community School pool, however, is located just south of the district, and partially serves Mission Hill/Medical Area residents.

2. Mission Hill: Sub-Areas and Neighborhoods

Information on population, income and housing in this report is derived from the 1970 U.S. Census. The 1970 data for Mission Hill is available on a sub-area basis and for purposes of analysis, seven sub-areas have been designated as shown on the sub-area maps. These sub-areas conform in general to Mission Hill Planning Commission and local neighborhood association boundaries, but vary in some instances to conform to Census boundaries for purposes of data analysis.

a. Back of the Hill

The Back of the Hill is a residential area of approximately 540 people. In 1970, the population was 34% white, 14% black, and 2% Hispanic. The housing stock is predominantly two



The "meadow" on the top of Mission Hill should be preserved as community open space.

and three family frame dwellings (96%) with only 3% of the stock in single family homes.

The area includes over 20 acres of vacant land, primarily owned by Lahey Clinic and the Ruggles Baptist Church. Over the past ten years, approximately 150 housing units have been removed by these institutions. Typically, residential buildings were acquired, no major investments made, and demolished as soon as they became vacant or uninhabitable. Redevelopment of this vacant land and preservation of the existing residential structures are major concerns of the City and neighborhood residents. The Back of the Hill Community Development Association working with the Greater Boston Community Development Corporation have developed a proposal of 500 units of subsidized housing for the reuse of this vacant land. The proposal is currently being reviewed by City and other agencies.

Other issues of concern are institutional traffic and parking and the poor condition of the Bromley-Heath housing project.

b. Delle Avenue/Terrace

The Delle Avenue/Terrace neighborhood is a residential area of approximately 1,200 people but also contains the majority of Mission Hill's

manufacturing and industrial uses. In 1970, the population was 34% white, 17% black and 24% Hispanic. The housing stock is primarily (76%) two and three family wood frame structures with 17% of the stock in one family structures.

The neighborhood was impacted by the relocation of the Orange Line and the proposed station at South Crossing. Other issues of concern are housing problems, industrial traffic and reuse of the vacant land in the Southwest Corridor.

c. Medical Center Area

The Medical Center Area is almost exclusively developed with institutional and educational institutions. In 1970, the population was approximately 4,800 and was 97% white and 3% black. In 1970, the area contained residential structures, many of which were owner-occupied. The institutional use of this area has significantly impacted Mission Hill residential neighborhoods. A major concern of the City and the neighborhood is the need for extensive control of institutional expansion.

d. Mission Hill Projects

The Mission Hill Project contains the Mission Hill Market and Mission Hill Extension public housing projects, other residential structures

population was 5,138 and was 38% white, 48% black and 14% Hispanic.

Containing over 1,611 units the two public housing projects contain over half the structures in the area and over three-fourths of the units. The poor condition of the projects is a major concern in the area and in Mission Hill as a whole.

Other concerns focus on the impact of the Orange Line relocation and proposed stations at Roxbury Crossing and Ruggles Street. Industrial and institutional land uses are also a concern.

e. The Roxbury Tenants of Harvard (RTH)

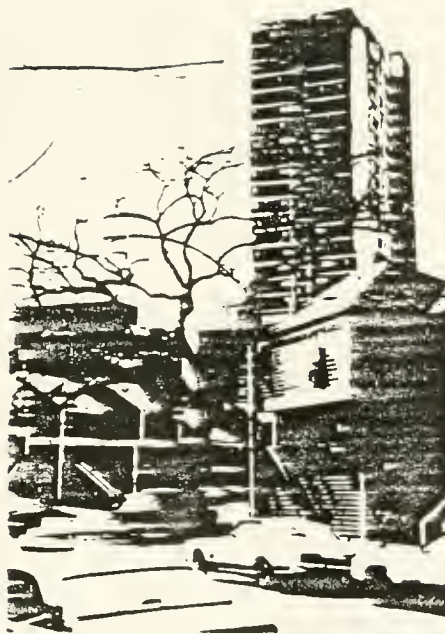
The RTH neighborhood is a residential area of approximately 1,600 people. In 1970, the population was 34% white, 11% black and 5% Hispanic. The housing stock is primarily two and three family wood frame structures with 1% of the stock in single family structures and about 25% of the stock in masonry multi-family structures.

This is an area where institutional land banking occurred in order to accommodate future expansion. The RTH group, composed of tenants in Harvard owned buildings, organized during the 1960's to challenge the expansion plans of Harvard University and the Affiliated Hospitals Center. RTH subsequently elicited Harvard sponsorship for the exterior rehabilitation of the two and three family homes along Francis Street and Fenwood Road and has received Section 8 subsidies to facilitate interior rehabilitation.

The Mission Park development was completed in 1977 and contains 775 units of subsidized and market-rate housing. This has brought a new look to this area as well as many new residents.

f. The Triangle Area

The Triangle Area is a residential neighborhood of approximately 1,500 people. In 1970 the population was 38% white, 7% black, and 5% Hispanic. The housing stock is primarily (75%) two and three family structures with 17% of the stock comprised of one family structures. Residents of the 668 units in the three high rise



The Mission Park housing development has integrated a variety of housing types into the fabric of the community

structures along St. Alphonse Street are more transient than the rest of the neighborhood and constitute a distinct segment of the community. This neighborhood has the highest owner-occupancy rate (74%) in Mission Hill.

This area, as well as the RTH neighborhood, is one of the residential neighborhoods most heavily impacted by institutional use and expansion in the Medical Center Area. Although the medical institutions have pledged not to expand on the eastern side of Huntington Avenue, previous years have seen conversion of residential units to institutional uses and the neighborhood still suffers under heavy institutional traffic and parking as well as traffic and parking associated with the Brigham Circle business district. A resident parking system will be implemented by the City in order to remedy one aspect of this situation.

The Brigham Circle business district continues to provide many needed services and goods to the Mission Hill community. While the vacancy rate is low, the area is in need of visual improvement. A growing commercial area along Brookline Avenue is of concern to Brigham Circle area merchants and residents.



Since 1968 numerous public investments have been made in Mission Hill such as these sidewalks

g. Top of the Hill

Top of the Hill is a residential neighborhood of approximately 3,500 people. In 1970, the population was 47% white, 6% black and 4% Hispanic. The housing stock is primarily (77%) two and three family wood frame structures.

The New England Baptist Hospital (NEBH) and the Robert Breck Brigham Hospital (RBBH) are the major institutional uses within this neighborhood. The New England Baptist Hospital has recently begun extensive discussions with neighborhood representatives to coordinate its future plans. Other issues of concern in the neighborhood are residential disinvestment, inadequate water pressure and traffic congestion and parking attributed to employees, patients and visitors to NEBH and RBBH.

B. PAST MAJOR PUBLIC INVESTMENT (1968-1977)

Since 1968, the major thrust of the City's Neighborhood Improvement Program has been in strengthening neighborhoods through the construction and renovation of community facilities and parks, reconstruction of streets, and replacement of sewer and water lines.

V. Appendices

A. NEIGHBORHOOD HISTORY

Mission Hill, once part of the town of Roxbury, was annexed to Boston in 1867. The earliest settlements were farm estates dating from the Colonial period and they determined the character of the area until the 1860's. In the period from 1860-1880 streetcar service and sewage systems were extended to Mission Hill and induced the first major increase in population. Scattered housing was built on the slopes of the Hill and German families who worked in the local breweries settled around the base of the Hill. Mission Church was founded in 1869 and the existing stone church was constructed in 1878 to replace the original wooden building.

From 1885 to 1895 Mission Hill experienced a building boom that involved the construction of a large number of low cost frame houses. During this decade, new streets open-

ed and public transportation shifted from the horse drawn car to an electric car line, which by 1894 was in operation along Huntington Avenue and in 1899 extended along Brookline Avenue. By the end of the century, Mission Hill had become a homogeneous Irish-Catholic community.

Before 1900, the Convent (House of Good Shepherd), New England Baptist Hospital and the Martin School were the major institutional uses in Mission Hill. After 1900, institutions moved from their downtown locations to the Mission Hill Medical Center Area due to their need for larger facilities and because of the availability of low priced vacant land accessible to public transportation. In the period from 1905-1926, the great majority of medical and educational institutions in the area completed their initial construction with most of the hospitals being built on the 26 acre site Harvard purchased from the Francis estate.

From 1926 until the present, Mission Hill has experienced extensive institutional construction and limited residential construction. The Medical Center Area has undergone a continuous expansion of medical and educational facilities with the predominant mode being an increase in density on already established sites but with some expansion involving the demolition of residential buildings and the use of other non-institutional property. Residential development, on the other hand, has been limited and concentrated in three major areas. Mission Hill Main and Extension, public housing projects completed 1940 and 1952 and containing 1100 units; (2) Whitney Redevelopment Project (Charlesbank Apartments, Back Bay Manor and Franklin Square Apartments), Mission Hill's only development project, completed in 1965 and containing 600 non-subsidized units and (3) Mission Park, a publicly subsidized mixed income project containing 775 units.

LONGWOOD MEDICAL AREA

PROFILE

BRONWOOD MEDICAL AREA

PHYSICIAN

The Longwood Medical Area ("LMA") is one of the most successful medical and educational complexes in the entire world. It is situated on former large estates which were homes to some of Boston's most prominent families. The area developed as streets and roadways were constructed, streetcar lines were extended, and marshlands and swamps were filled. From those beginnings in the late 1800s and early 1900s, the Longwood Medical Area has become a leading center of patient care, research and education.

Its institutions, their prominence, and their consistent growth speak to the success of the institutions themselves. The Harvard Medical School was the foundation of the area's development and is one of the worldwide leaders of medical education and research. The Brigham and Women's Hospital, Beth Israel Hospital, Children's Hospital, New England Deaconess Hospital, and Dana-Farber Cancer Institute are all leading clinical and patient care centers that are also at the forefront of medical research advancement. They are major recipients in research funding from the National Institutes of Health (NIH) and other primary funding sources. As an example of the Medical Area's prominence, 40% of all NIH funding received by the Commonwealth of Massachusetts is obtained by Medical Area hospitals. Four of the top seven hospital recipients of such funding on a nationwide basis are located in the Medical Area (six of the top seven are Boston hospitals), and only five (5) states in the

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entire country receive more research funding than the LMA -- with one of those states being the Commonwealth of Massachusetts.

With this prominence has come the demand for further growth. Over the next ten year period, it is estimated that an additional 3.9 million square feet of new or renovated space will be constructed, primarily for patient care and research space, but also including office space, parking, and educational classroom space.

Currently, the Longwood Medical Area is comprised of just more than 11 million square feet of building space in addition to 7,500 parking spaces. Twenty-six thousand (26,000) individuals work there on a daily basis, and 100,000 inpatients and 1,000,000 outpatients utilize the medical institutions on an annual basis. In addition, 10,000 students attend schools located in the Medical Area.

To accommodate such growth, while at the same time ensuring that the quality of the area is maintained, it is vitally important that the City of Boston, the Medical Area Service Corporation (MASCO), the Longwood institutions, and the neighboring communities of Mission Hill and The Fenway undertake a comprehensive process to plan its **management**.

New growth, spurred by the demand for research space, medical office space, new patient beds or other uses, necessitates that all future development fully addresses and mitigates the impacts of such growth on an area-wide basis. To properly do so,

the Boston Redevelopment Authority and MASCO have developed a Master Plan for the Longwood Medical Area to guide and manage future growth. This Master Plan defines development policies and guidelines for all major issues, with particular emphasis on transportation and urban design, two major concerns of future growth in the area.

Transportation concerns are of particular importance. With current levels of activity, several major intersections now operate at unacceptably low levels of service during peak times. With significant growth anticipated for the 1990s, traffic could further aggravate this already difficult situation. The vitality and success of the Medical Area in the next decade depends upon its ability to circulate visitors, patients, students, and employees in and out on a daily basis, while providing nearby residents with access to adjacent residential areas.

Urban design issues are of equal importance. As the Medical Area has expanded over the past several decades, it has been guided by few urban design principles for the entire LMA. Development has occurred on a project by project basis, with no overriding design objectives. In order to maintain and enhance the area's urban design character, particularly as it relates to building design, pedestrian access, open space, and other components of the design system, guiding principles will be vitally important.

Of additional importance is the Medical Area's geographical location within the city between two (2) older residential neighborhoods -- Mission Hill and The Fenway. Both communities have experienced the impacts of past growth, but have not received equal benefits. It is therefore critical that future development help to minimize the negative impacts growth may have on these communities, and to maximize the potential benefits of such growth.

The purpose of the Longwood Medical ("LMA") Master Plan must be to guide growth and development within the area over the next 10 years such that the missions of the LMA can continue to be undertaken while the adjacent neighborhoods, specifically the Mission Hill and Fenway communities, are not negatively impacted, and in fact can benefit from such growth.

The overall objectives of the Plan are:

- o To provide for the development of the area in a fashion which will allow the LMA to enhance its position as one of the country's leading clinical, research, and educational centers.

- o To provide for the continued expansion of research space, thereby enabling the area to continue to thrive as a premier research center and maintain Boston's stature as the leading medical research center of the nation.

- o To create an urban design image for the area which will provide a positive identity to the area's physical environment.
- o To promote residential and commercial land uses which will diversify the LMA environment and provide for 14 to 16 hours of daily street activity.
- o To create new open space and an attractive pedestrian environment for all users.
- o To generate new permanent and construction employment opportunities for Boston residents.
- o To generate economic, health care, and educational benefits resulting from LMA growth for adjacent residential neighborhoods.
- o To improve the overall traffic flow and circulation patterns within the area.

B. HISTORY OF THE LONGWOOD MEDICAL AREA

Early Development: 1730-1900

The Longwood Medical Area is located on 150 acres which were the former site of Boston's largest estates during the early 1700s. Farming settlements here in the 1730s in the southern half of the area, called the Uplands and Punch Bowl Tavern areas (see attached map). The Muddy River and its adjoining marshes and



KENILMORE
SQUARE
Workbook

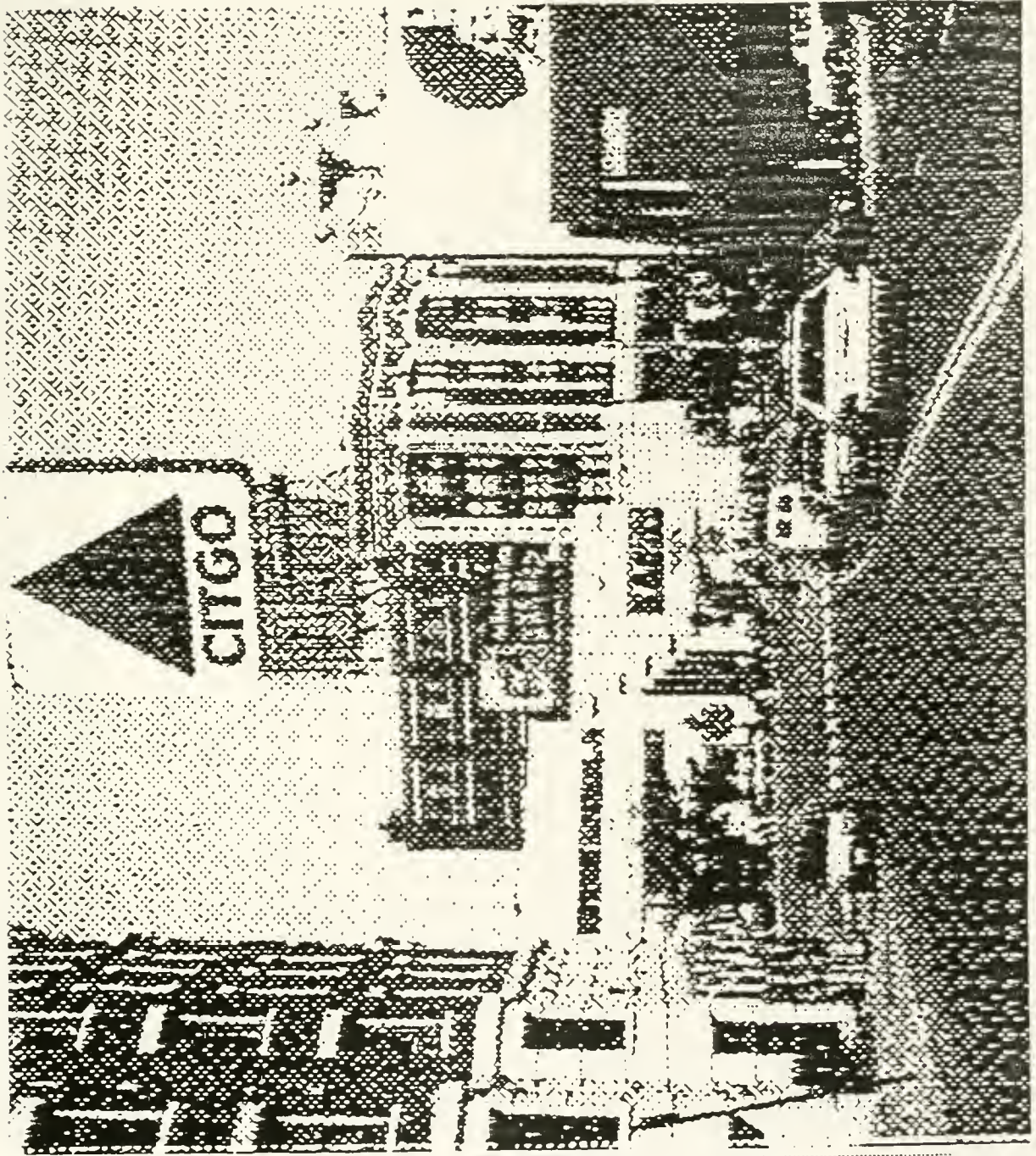
Shaping the
Future of the
Square

July 26, 1989

Mevin F. Levine & Associates, Inc.
city planning and development

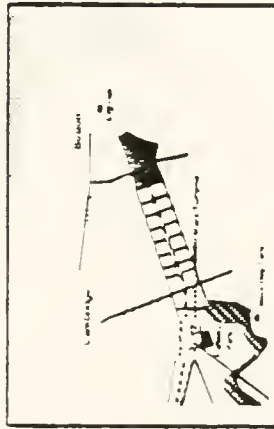
David Dixon & Associates
urban design

Barry M. Abramson & Associates
market analysis



Contents and History

Kenmore Square has played a number of roles over the past century



map showing Kenmore Square area (shown black) in 1814, before land fill

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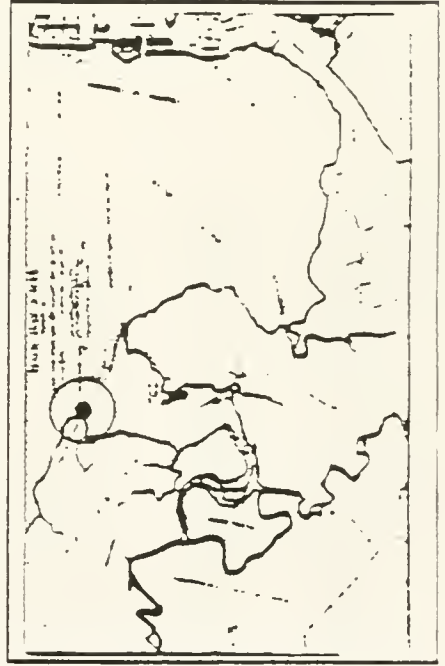
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History:

Kenmore Square is located on the original peninsula of Sewalls Point, which projected into the Charles River basin from Brookline. It became the western gateway to the historic Back Bay residential district created by the great landfill of the 19th century. It always has been a transportation crossroad, traversed successively: by the Boston and Worcester Railroad in the 1830's; by Beacon Street in 1860; by Brookline Avenue in 1861; by Commonwealth Avenue in 1868; by horsecar rail lines in the 1880's, through electric streetcars, to the subway; and by the Massachusetts Turnpike in the 1960's.

Before the filling of the Back Bay, the area was marked by hotels and a rail station. Rowhouses were built in the 1890's, and Kenmore Square emerged as a fashionable extension of the Back Bay: a district of grand hotels and residences at the end of Olinsted's Commonwealth Mall. Fenway Park and the baseball crowds became increasingly lively neighbors after 1912. The Square evolved into an important medical center as residences were converted to doctors' offices. Automobile showrooms and services appeared for a brief period and then disappeared. Nightclubs began to appear at significant locations in the 1960's. The stabilizing influences of the Longwood/Fenway medical/educational district and the Charles River campus of Boston University are now in the ascendency. This Urban Design Workbook suggests guidelines for development in Kenmore Square as the Square continues to evolve.





Part I: Kenmore Square Today

1. How the Square Works

The Square is a lively meeting ground for neighborhood residents, students, and employees.

Kenmore Square Planning District

The Kenmore Square Planning District defined for this workbook is an area of approximately 38 acres bounded by Bay State Road to the north, Charlesgate West to the east, the Massachusetts Turnpike to the south, and Blandford and Sherborn Streets to the west. (See map on p. 5.)

Inventory of Uses

There are approximately 70 properties in the Kenmore Square Planning District. They provide the following kinds of spaces for the uses shown in parentheses:

Retail Space251,000 s.f.
(restaurants, stores, and other consumer services)

Office and Loft Space412,000 s.f.
(educational, health, religious, social, professional, and miscellaneous services)

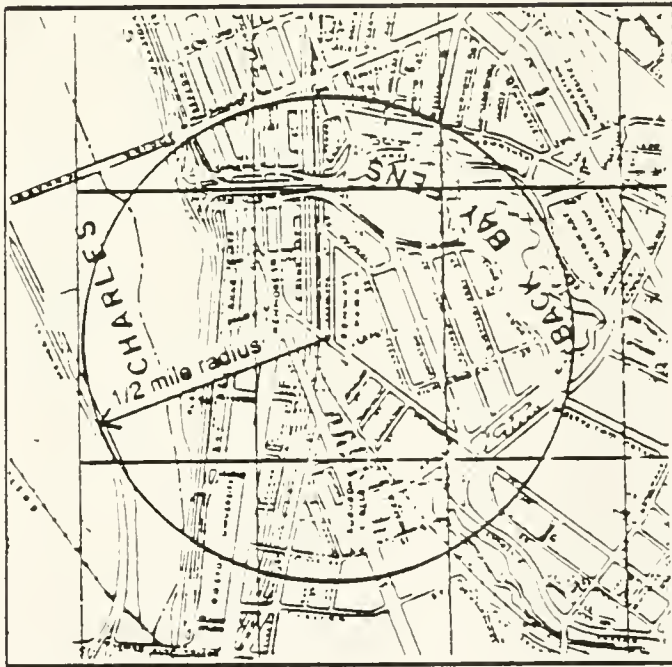
Hotel Space.....181,000 s.f.
(hotel and other lodging places, totalling 339 rooms)

Residential Space.....820,000 s.f.
(apartments, houses, and dormitories)

Total Occupied Space.....1,661,000 s.f.

By comparison, for Retail Uses only, the properties immediately surrounding Harvard Square in Cambridge contain approximately 150,000 SF of Retail Uses. In addition, the adjacent blocks contain 200,000 SF of Retail Uses. The properties immediately surrounding Copley Square in the Back Bay contain approximately 100,000 SF of Retail Uses. In addition, Copley Place contains approximately 350,000 SF of Retail Uses.

Kenmore Square Trade Area



The Market

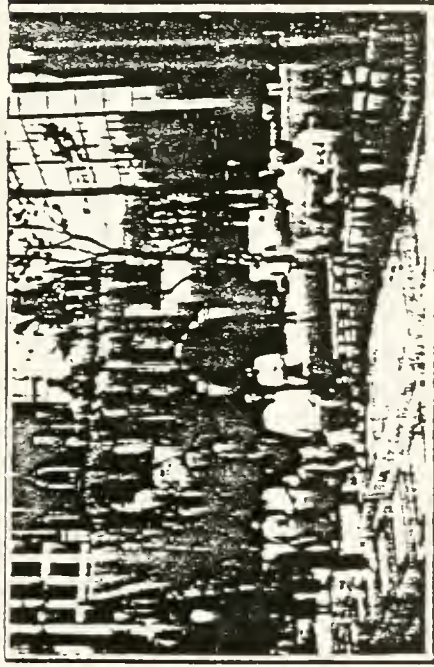
The retail uses in Kenmore Square derive a majority of their market support from residents, students, and employees living or working within a one-half mile radius trade area around the Square. Most of these customers walk in to the restaurants and stores from nearby residences; and places of work.

There are 17,900 residents in the trade area. This includes approximately 6,000 students in group quarters. There are 29,900 employees in businesses and institutions in the trade area. This includes 20,800 white collar workers who provide substantial support for the restaurants and stores in Kenmore Square.

The businesses in Kenmore Square also derive a modest amount of support from the 2.0 million people a year who attend baseball games and events at Fenway Park.

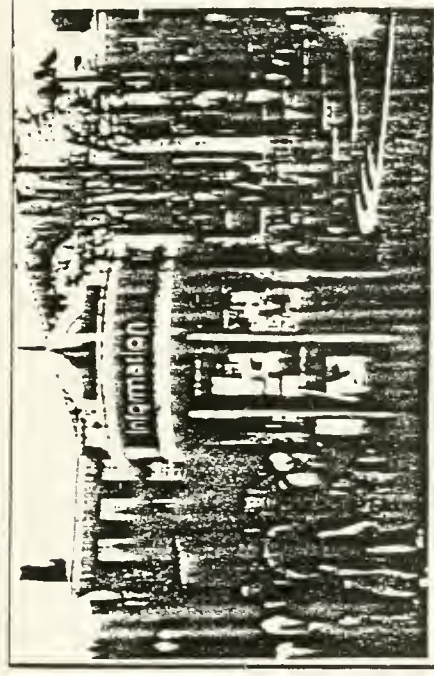
2. Comparisons with Other Squares

Copley and Harvard Squares offer examples of neighborhood squares animated by surrounding streets and buildings.



Copley Square

- The reconstruction of the central public space, to make it directly accessible to streets, will increase the Square's use and improve its symbolic public character. Generous sidewalks (including landscaping and seating) and active retail uses will encourage pedestrian activity.
- Consistent streetwalls and cornice heights of surrounding buildings provide spatial enclosure for the Square.
- The blank street level walls of the Hancock tower and Copley Place do not contribute activity to the Square.



Harvard Square

- The Square shows a successful and diverse mix of land uses, active by day and by night.
- The Square consists of a series of well-integrated public spaces, enlivened by active storefronts and the "Out-of-Town News", and framed by well-scaled building walls. The scale is enhanced by frequent cross streets
- Vehicular traffic has been limited to encourage successful pedestrian spaces, and improve traffic circulation.

3. An Urban Design Framework for Kenmore Square

The Square's resources, and lessons from other squares, suggest an urban design framework which joins public and private improvements.

The following urban design framework builds on the resources available in the Square, as well as on the lessons of other urban squares in Boston. Neither improvements to the public environment, nor new development within the private environment, should be seen in isolation. In general,

the elements of the public and the private environment need to be seen together as integral parts of an urban design framework. This framework offers the chance to solve some current problems in the Square, and to help it live up to its potential as a vital public place.

Elements of Public Environment:

- The creation of well located, active, public space as a new focus for the Square;
- Improvements to public streets to allow enhanced public space and improve pedestrian crossings;
- Construction of a new MBTA facility to encourage improved visibility and access across the Square;
- Enhanced connections and transitions to neighboring areas, including scale transitions from the Square to Bay State Road, and Olmsted mall link to the Emerald Necklace;
- Zoning to encourage development of appropriate buildings to enliven new public space, to support increased retail and services, and to give the Square an improved sense of spatial enclosure

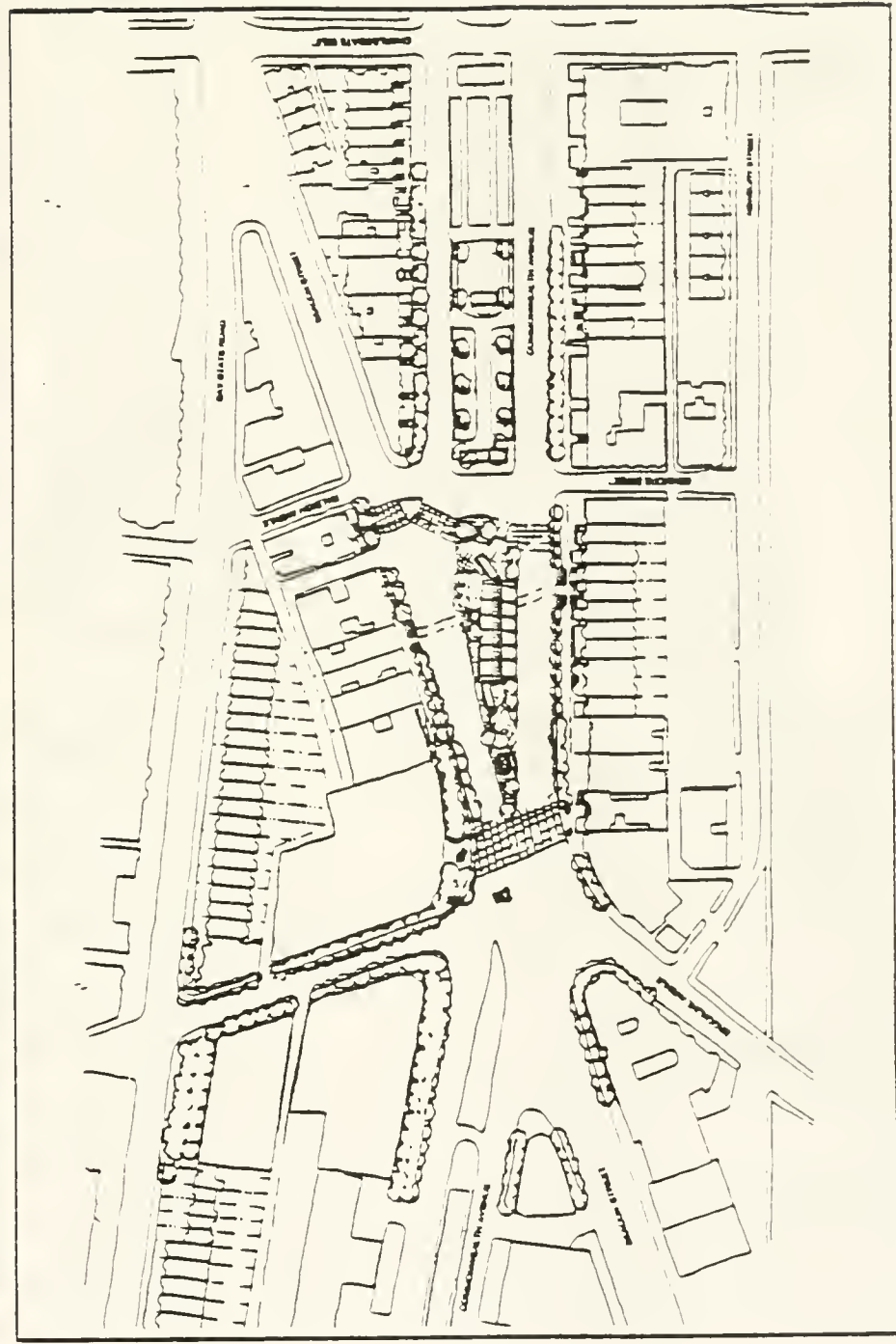
Elements of Private Environment:

- A balance of day- and night-time uses to ensure a lively public focus for the surrounding communities;
- Expanded street level retail and other active uses to enliven new public spaces;
- Off-street parking to serve all development;
- Height and massing guidelines for new development in the Square to provide a greater sense of spatial enclosure;
- Guidelines for building facades and signage to reinforce the Square's physical character, while also respecting the character of the adjacent Bay State Road historic area.

Improve pedestrian and visual connections between the north and south sides of the Square.

ii. Unify the Square

- Improve pedestrian connections between the north and south sides of the Square; control parking to improve the efficiency of traffic flow, to allow wider sidewalks and to shorten pedestrian crossing of traffic lanes.
- Redesign the MBTA bus station to allow direct visual connections between the north and south sides of the Square.





Encourage active street-level uses, building facades, and signs to enhance the Square's attractiveness and unique lively character.

iv. Encourage Lively Streetscapes

- Reinvalidate the liveliness of retail uses in the Square -- restaurants, shops, and cinemas.
- Enhance the graphic and architectural quality of signs and building facades to reflect the lively character of the activities in Square
- Attractive shop and restaurant lights mark the Square to express the theme of the Square and mark its role as a gateway to the city and a meeting ground for nearby neighborhoods



Part III: Illustrative Development Scenarios

1. Potential for Development

Development can enhance the Square's urban design character.

Market Support

The restaurants, retail stores, and services derive a majority of their market support from the residential population of 17,900 (including 6,200 persons in group quarters - mostly students), and the employee population of 29,800 (including 20,800 white collar workers) within the one-half mile radius trade area around Kenmore Square. A majority of the retail, restaurant, and service trade is derived from customers walking in from nearby residences and places of employment. Very small increases are expected in the residential and student populations in the trade area, so that any significant increases in market support for businesses in Kenmore Square would come from increases in employment in the trade area. The dimensions of these increases in employment and their effects on development potential in Kenmore Square are discussed in the descriptions of the three development scenarios presented in the section that follows.

Development Potential

Development potential in Kenmore Square is limited. There are only two sites immediately available in the core business district, at Commonwealth Avenue and Deerfield Street, to support intensive commercial developments such as office buildings and hotels. Commercial development would increase the employment base in Kenmore Square and thereby provide a modest increase in customer support for retail stores, and services. There also would

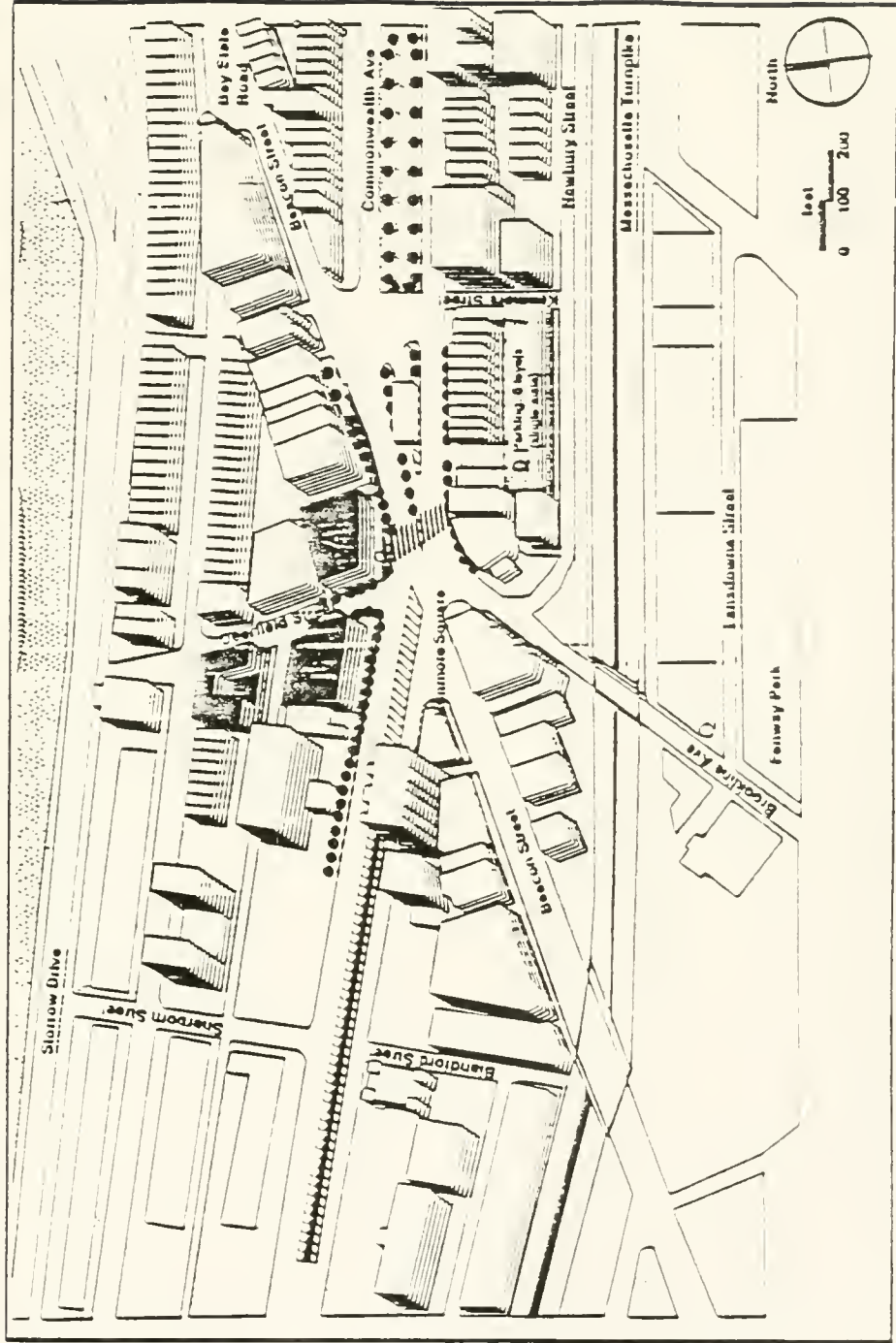
be potential for a limited expansion of hotel capacity, and for entertainment uses such as cinemas. A third site is available at Deerfield Street and Bay State Road for a relatively small residential development. This would provide only a small increment of customer support for businesses in Kenmore Square.

Objectives for the Future

The future of development in Kenmore Square can be shaped by the following objectives;

- Kenmore Square can live up to its potential as an important place within the city, with lively and active pedestrian environments;
- new development can be governed by urban design principles which protect or enhance its character; and
- the quality of the uses in new development can contribute to the character of the Square.

Existing sites support limited development, smaller in scale than existing buildings.



Scenario 1: Existing Sites

Maximum Floor Area Ratio: 4

Build-out:

- Site A: 72,000 s.f., office, retail
- Site B: 85,000 s.f., hotel/office, retail
- Site C: 87,000 s.f., residential

Maximum heights: 4-5 floors

Parking:

- No parking on sites—development on B and C would displace 120 spaces; site D would provide 210 spaces

Economic Impact on the Square:

- Net addition to the Square of approx. 120,000 s.f.—an increase of less than 10% in total build out
- Adds up to 500 new employees
- Adds support to existing stores and restaurants.

Urban Design Impact:

- Unlikely to meet basic objectives of new public space, increased active uses, or better sense of enclosure.

Major development would change the character of the Square.

Scenario 3: Major development

Maximum Floor Area Ratio: 12

Build-out:

- Site A: 470,000 s.f., office, retail
- Site B: 440,000 s.f., hotel/office, retail
- Site C: 87,000 s.f., residential

Maximum heights:

- Sites A & B: 14-18 floors
- Sites C: 4-5 floors

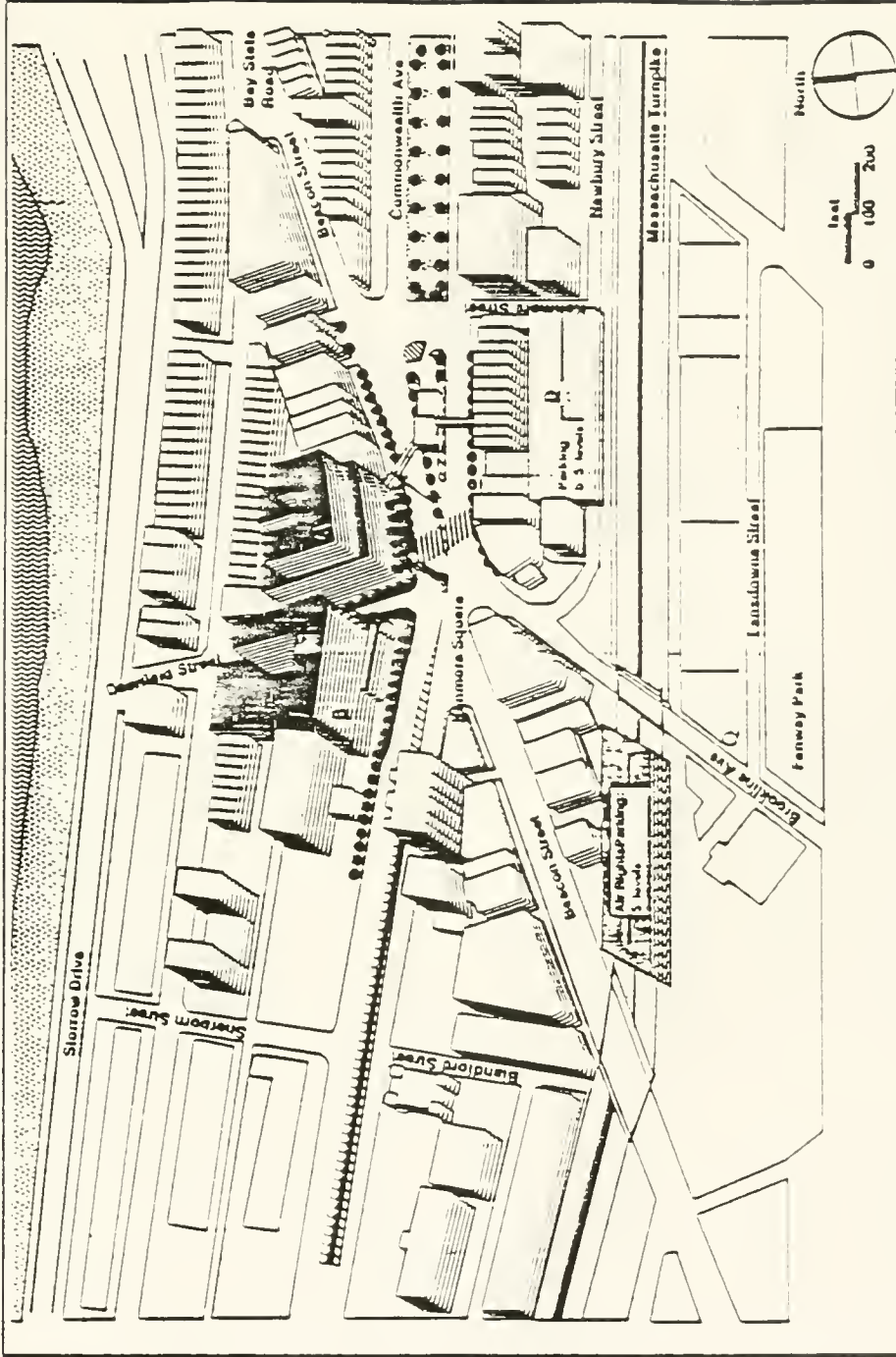
Parking: A combination of on and off-site parking for sites A & B, site D could provide 400 to 500 spaces (in 5 levels)

Economic Impact on the Square:

- Net addition of approx. 960,000 s.f.
- Add up to 3600 new employees
- Support new stores, restaurants

Urban Design Impact:

Major development will be similar to the new development at Kendall Square. Development can support a pedestrian bridge system in conjunction with an elevated plaza and an improved MBTA station.



ECONOMIC DEVELOPMENT
1975-1979 INVESTMENT IN FACILITY DEVELOPMENT

FENWAY/KENMORE
CITY OF BOSTON

Figure 1 shows that the LMA is the city's largest medical area. With the proposed growth, the LMA could double in size.

Several of Boston's planned and proposed development projects are interested in providing space to bio-medical research and institutions. Olmstead Plaza, Parcel 18, and the South Station Technopolis are three such developments.⁹ Another similar development, the Boston Science Center, recently secured "new economy" anchor tenants.

Fenway-Kenmore Physical Development

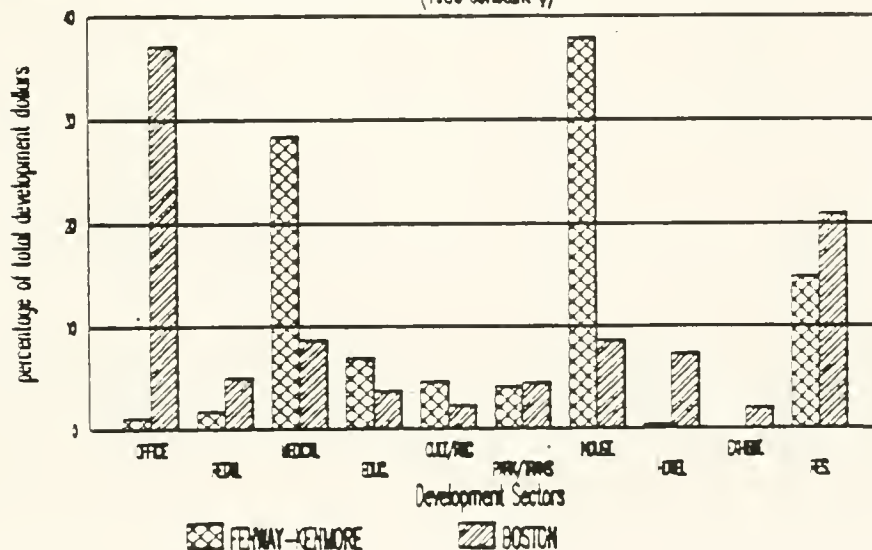
Fenway-Kenmore has a history of extensive physical developments. Between 1975-1989, nearly thirteen percent of all development dollars for the city of Boston were spent in the Fenway-Kenmore area. This made Fenway-Kenmore the third largest area for development within the 16 BRA planning areas. The only areas with higher levels were Central Boston and the Back Bay-Beacon Hill area.¹⁰

The BRA data used in this analysis included all major construction, adaptive re-use, and renovation projects within Boston. When analyzed by market sector, it is possible to compare the type of physical expansion occurring within Fenway-Kenmore and Boston.

A comparison of dollars spent on development is shown below in Figure 2.

Figure 2

DEVELOPMENT COST SUMMARY FOR 1975-1989
(1986 constant \$)



The largest spending on Fenway-Kenmore development occurred in the industrial, medical, and residential sectors. Boston, in comparison, had relatively lower percentages of industrial and medical development but considerably higher percentages of office, retail, hotel, exhibition, and residential development. Percentages of development in the educational, cultural/recreational, and parking/transportation market sectors were relatively similar.

Another measure of comparison is Fenway-Kenmore development as a percentage of Boston's total development by market sector. Percentages of development size for physical and dollar units are given in Table 2.

Table 2

Development in Fenway-Kenmore
as a Percentage of Total Boston Development
(1975-1989)

	<u>F-K as a % of total Boston</u>	
	(physical)	(dollars)@
Recreation & Cultural (s.f.*)	73%	26%
Medical (s.f.)	54%	42%
Educational (s.f.)	24%	24%
Parking & Transportation (cars)	14%	12%
Residential (d.u.#)	8%	9%
Retail (s.f.)	5%	5%
Industrial (s.f.)	2%	57%
Hotel (rooms)	.8%	.7%
Office (s.f.)	.5%	.4%
Exhibition (s.f)	0%	0%

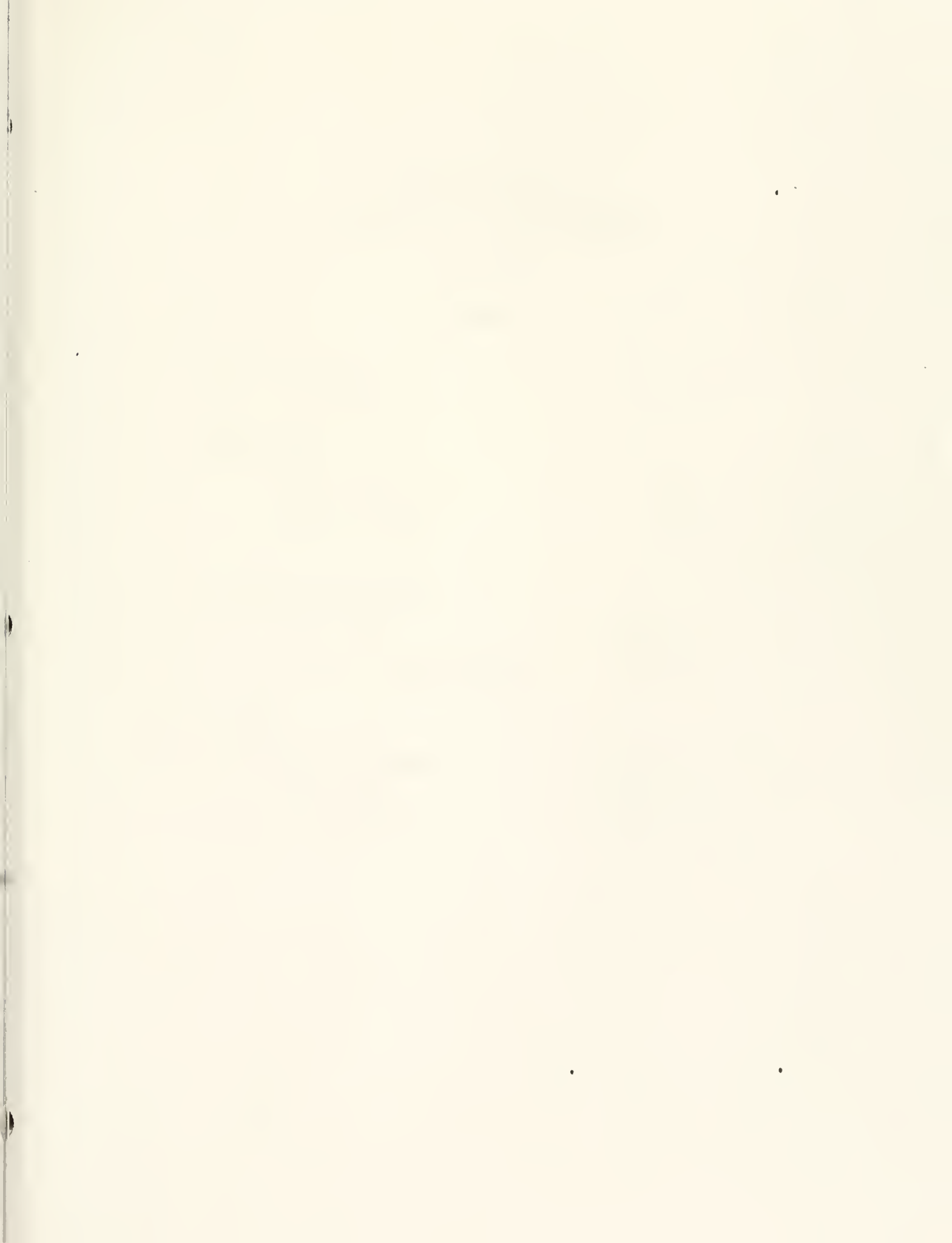
*s.f. = square feet

#d.u. = dwelling units

@1986 constant dollars

With respect to physical developments, the majority of all recreational/ cultural and medical development for Boston occurred in Fenway-Kenmore. A substantial percentage of educational and parking/transportation development also occurred in Fenway-Kenmore. The dollar percentages vary slightly from





CROSSTOWN PLAN
PROPOSED DEVELOPMENT PROJECTS
1991-1995

SUMMARY

<u>Total Investment</u>	\$951.8m
-------------------------	----------

Employment

Construction Jobs	5,660
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Permanent Jobs	7,534
----------------	-------

Development Program

Total Space	4,559,463
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Medical Research Space	905,060
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Linkage

Housing Linkage	\$12,751,400
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Jobs Linkage	\$2,550,280
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CROSSTOWN PLAN

PROPOSED PROJECTS

1991-1995

PROJECT	SQUARE FEET	INVESTMENT	EMPLOYMENT	
			PERMANENT	CONSTRUCTION
Beth Israel Rabb Building Expansion	5,791	\$2.0	11	10
New England Deaconess Palmer-Baker Bldg. Expansion	13,500	\$3.0	61	12
Beth Israel NICU & Offices	17,000	\$4.9	48	26
Brigham & Women's Clinical Support Facility	268,000	\$48.5	529	489
Joslin Diabetes Center Research and Clinic Facility Expansion	84,230	\$28.0	192	142
JMB/Macomber Olmsted Plaza, Phase I	300,000	\$100.0	634	614
Children's Hospital 1295 Boylston St. Project	98,000	\$30.0	193	179
New England Deaconess Clinical Facility	330,736	\$140.0	652	604
Wentworth Institute College of Design & Construction, Phase I	81,726	\$10.0	204	90
Mass. College of Pharmacy Science Building, Dining Facility, White Building Renovation	61,000	\$10.0	178	44
Northeastern University Material Sciences Laboratory	120,000	\$30.0	300	38
Boston University School of Management	500,000	\$50.0	1,250	365
Beth Israel/Mass. College of Art Development	836,000	\$137.8	989	1,006
Northeastern University Schoolboy Track	260,000	\$35.0	26	170
Harvard School of Public Health Building II Expansion	100,000	\$35.6	211	256
Brigham & Women's Tower Lobby Expansion	3,700	\$0.9	4	7
Beth Israel Southeast Building	120,000	\$30.0	237	219
Brigham & Women's Medical Research Building Office	28,280	\$4.0	129	19

PROJECT	SQUARE FEET	INVESTMENT	EMPLOYMENT	
			PERMANENT	CONSTRUCTION
New England Deaconess Clinical Research Building	170,000	\$68.7	359	310
Northeastern University Parking Garage/Ruggles St.	350,000	\$13.3	3	64
Wentworth Institute College of Design & Construction, Phase II	55,000	\$8.3	138	40
Northeastern University West Campus Housing	161,500	\$24.2	4	118
Northeastern University Business Administration	73,000	\$11.0	183	43
Wentworth Institute Dormitory	40,000	\$6.0	1	29
JMB/Macomber Olmsted Plaza/Phase I-B	300,000	\$100.0	634	614
Wentworth Institute College of Design & Construction, Phase III	141,000	\$16.9	300	82
Mass. College of Pharmacy Science Building Addition and Parking	41,000	\$3.7	63	21
TOTALS	4,559,463	\$951.8	7,533	5,661

V. 1994

INSTITUTION	TOTAL SQUARE FEET	RESEARCH SQUARE FEET	OTHER SQUARE FEET	CNSTRCTN JOBS	PRMT JOBS	LINKAGE JOBS	HOUSING	DEVELOPMENT COST (MILLIONS)	CNSTRCTN START	ESTIMATED COMPLETION	STATUS
Wentworth Institute College of Design & Constrcn., Phase III	55,000	0	55,000 Academic	40	138	\$0	\$0	\$8.3	1994-1	1995-111	Planning Phase
Northeastern University West Campus Housing	161,500	0	161,500 650 beds	118	4	\$0	\$0	\$24.2	1994-1	1996-1	Planning Phase
Northeastern University Business Administration	73,000	0	73,000 Academic	43	183	\$73,000	\$365,000	\$11.0	1994-11	1996-11	Planning Phase
Wentworth Institute Dormitory	40,000	0	40,000 (135 beds)	29	1	\$0	\$0	\$6.0	1994-111	1996-111	Planning Phase
JMB/Macomber Olmsted Plaza/ Phase I-B	300,000	300,000	0	614	634	\$300,000	\$1,500,000	\$100.0	1994	1996	Schematic Design
1994 SUBTOTAL	629,500	300,000	329,500	844	959	\$373,000	\$1,865,000	\$149.5			
CUMULATIVE TOTAL	4,377,463	905,060	3,472,403	5,556	7,171	\$2,409,280	\$12,046,400	\$931.2			

V. 1995

INSTITUTION	TOTAL SQUARE FEET	RESEARCH SQUARE FEET	OTHER SQUARE FEET	CNSTRCTN JOBS	PRMT JOBS	LINKAGE JOBS	HOUSING	DEVELOPMENT COST (MILLIONS)	CNSTRCTN START	ESTIMATED COMPLETION	STATUS
Wentworth Institute College of Design & Constrcn., Phase III	141,000	0	141,000 Academic	82	300	\$141,000	\$705,000	\$16.9	1995-1	1997-1	Planning Phase
Mass. College of Pharmacy Science Building Addition and Parking	41,000	0	25,000 Academic 16,000 Parking	21	63	\$0	\$0	\$3.7	1995-11	1996-11	Planning Phase
1995 SUBTOTAL	182,000	0	182,000	104	363	\$141,000	\$705,000	\$20.6			
CUMULATIVE TOTAL	4,559,463	905,060	3,654,403	5,660	7,534	\$2,550,280	\$12,751,400	\$951.8			

1991	INSTITUTION	TOTAL SQUARE FEET	RESEARCH SQUARE FEET	OTHER SQUARE FEET	CONSTRCTN JOBS	PRMNT JOBS	LINKAGE JOBS	HOUSING	DEVELOPMENT COST (MILLIONS)	CONSTRCTN START	ESTIMATED COMPLETION	STATUS
	Beth Israel Rabb Building Expansion	5,791 (1376 rmyln)	0	5,791 Clinical	10	11	\$0	\$0	\$2.0	1991-11	1991-IV	Under Construction
	New England Deaconess Palmer-Baker Bldg. Expansion	13,500	0	13,500 Admin	12	61	\$0	\$0	\$3.0	1991-11	1992-1	Under Construction
	Beth Israel NICU & Offices	17,000	0	11,333 Clinical 5,667 Office	26	48	\$0	\$0	\$4.9	1991-11	1992-IV	Under Construction
	Brigham and Women's Clinical Support Facility	268,000	0	268,000 clinical/office	489	529	\$268,000	\$1,340,000	\$48.5	1991-111	1993-IV	Under Construction
	Joslin Diabetes Center Research and Clinic Facility Expansion	84,230	35,060	39,320 Admin/Conf 9,850 Clinical	142	192	\$0	\$0	\$28.0	1991-IV	1993-111	Design Development
	JMB/Macomber Olmsted Plaza, Phase I	300,000 (Renovation)	300,000	0	614	634	\$200,000	\$1,000,000	\$100.0	1991-IV	1993-111	Contract Documents
	1991 SUBTOTAL	688,521	335,060	353,461	1,292	1,476	\$468,000	\$2,340,000	\$186.4			
	CUMULATIVE TOTAL	688,521	335,060	353,461	1,292	1,476	\$468,000	\$2,340,000	\$186.4			

1992	INSTITUTION	TOTAL SQUARE FEET	RESEARCH SQUARE FEET	OTHER SQUARE FEET	CONSTRCTN JOBS	PRNMT JOBS	LINKAGE JOBS	HOUSING	DEVELOPMENT COST (MILLIONS)	CONSTRCTN START	ESTIMATED COMPLETION	STATUS
	Children's Hospital 1295 Boylston St. Project	98,000	0	98,000	179	193	\$0	\$0	\$30.0	1992-11	1994-11	Schematic Design
	New England Deconess Clinical Facility	330,736	0	330,736 clinical	604	652	\$230,000	\$1,150,000	\$140.0	1992-11	1994-11	Schematic Design
	Wentworth Institute College of Design & Constrctn., Phase I	81,726 (8,754) Renovation	0	81,726 Academic	90	204	\$0	\$0	\$10.0	1992-11	1994-11	Planning Phase
	Mass. College of Pharmacy Science Building, Dining Facility, White Building Renovation	61,000	0	40,000 Academic 15,000 Acad. (Rm/tn) 6,000 Dining	44	178	\$0	\$0	\$10.0	1992-1V	1993-1V	Planning Phase
	Northeastern University Material Sciences Laboratory	120,000	0	120,000 Academic	88	300	\$20,000	\$100,000	\$30.0	1992-1V	1994-1V	Planning Phase
	Boston University School of Management	500,000	0	500,000 Academic	365	1,250	\$500,000	\$2,500,000	\$50.0	1992-1V	1995-1	Schematic Design
	Beth Israel/Mass. College of Art Development	836,000	0	500,000 Clin/Med 336,000 Parking (960 Spaces)	1,006	989	\$400,000	\$2,000,000	\$137.8	1992-1V	1995-11	Schematic Design
	1992 SUBTOTAL	2,027,462	0	2,027,462	2,376	3,767	\$1,150,000	\$5,750,000	\$407.8			
	CUMULATIVE TOTAL	2,715,983	335,060	2,380,923	3,667	5,242	\$1,618,000	\$8,090,000	\$594.2			

111. 1993	INSTITUTION	TOTAL SQUARE FEET	RESEARCH SQUARE FEET	OTHER SQUARE FEET	CONSTRCTN JOBS	PRNMT JOBS	LINKAGE JOBS	HOUSING	DEVELOPMENT COST (MILLIONS)	CONSTRCTN START	ESTIMATED COMPLETION	STATUS
	Northeastern University Schoolboy Track	260,000	0	260,000	170	26	\$0	\$0	\$35.0	1993-1	1995-1	Planning Phase
	Harvard School of Public Health Building II Expansion	100,000	100,000	0	256	211	\$100,000	\$500,000	\$35.6	1993-1	1995-1	Planning Phase
	Brigham & Women's Tower Lobby Expansion	3,700	0	3,700	7	4	\$0	\$0	\$0.9	1993-1	1994-IV	Schematic Design
	Beth Israel Southeast Building	120,000	0	120,000 clinical	219	237	\$120,000	\$600,000	\$30.0	1993-11	1994-IV	Schematic Design
	Brigham and Women's Medical Research Building Office Renovation	28,280	0	28,280 Office	19	129	\$28,280	\$141,400	\$4.0	1993-11	1995-11	Planning Phase
	New England Deaconess Clinical Research Building	170,000	170,000	0	310	359	\$170,000	\$850,000	\$68.7	1993-11	1995-IV	Planning Phase
	Northeastern University Parking Garage / Ruggles Street	350,000	0	350,000 1000 Spaces	64	3	\$0	\$0	\$13.3	1993-111	1995-111	Planning Phase
	1993 SUBTOTAL	1,031,980	270,000	761,980	1,045	969	\$418,280	\$2,091,400	\$187.5			
	CUMULATIVE TOTAL	3,747,963	605,060	3,142,903	4,713	6,212	\$2,036,280	\$10,181,400	\$781.7			



FENWAY/KENMORE

Largest Employers

1990

FENWAY-KENMORE LARGEST EMPLOYERS

	1983	1987
*Beth Israel Hospital	3,900	4,319
Boston Symphony Orchestra	750	
Boston University	7,000	
*Brigham & Women's Hospital	4,000	6,082
*Children's Hospital	4,015	4,968
*Dana Farber Cancer Institute	1,250	1,503
Elscint Inc.	600	
New England Baptist Hospital	1,200	
*New England Deaconess	3,100	3,040
Northeastern University	5,000	
*Simmons College	500	431
*MASCO total	16,765	20,343

CROSSTOWN PLAN

. LONG-TERM

EMPLOYMENT GENERATION

<u>AREA</u>	<u>EXISTING EMPLOYMENT</u>	<u>NEW EMPLOYMENT</u>	<u>TOTAL EMPLOYMENT</u>
LONGWOOD MEDICAL AREA	26,000	6,000	32,000
OLMSTED PLAZA	0	2,434	2,434
BOSTON UNIVERSITY	4,529	1,600	6,129
RUGGLES/NORTHEASTERN	<u>4,200</u>	<u>3,100</u>	<u>7,300</u>
	34,729	13,134	47,863

INSTITUTION	TOTAL SQUARE FEET	RESEARCH SQUARE FEET	OTHER SQUARE FEET	CMSTRCTN JOBS	PRMTN JOBS	LEASAGE JOBS	HOUSING	DEVELOPMENT COST (MILLIONS)	CONSTRCTN START	ESTIMATED COMPLETION	STATUS
JMB/Macomber Olmsted Plaza, Phase I	300,000 (Renovation)	300,000	0	614	634	\$200,000	\$1,000,000	\$100.0	1991-1V	1993-1111	Contract Documents
JMB/Macomber Olmsted Plaza/ Phase I-B	300,000 (Renovation)	300,000	0	614	634	\$300,000	\$1,500,000	\$100.0	1994	1996	Design Development
JMB/Macomber Olmsted Plaza, Phase I-C	700,000	300,000	400,000 (Garage (1156 Space))	687	637	\$300,000	\$1,500,000	\$100.0	1997	1998	Design Development
JMB/Macomber Olmsted Plaza, Phase II	539,000	539,000	0	1,278	529	\$539,000	\$2,695,000	\$175.0	2000	2000+	Schematic Design
CUMULATIVE TOTAL	1,839,000	1,439,000	400,000	3,192	2,434	\$1,339,000	\$6,695,000	\$475.0			



CIRCUMFERENTIAL TRANSIT

DRAFT
CIRCUMFERENTIAL TRANSIT
FEASIBILITY STUDY

Prepared for the
Massachusetts Bay Transportation Authority



By
TAMS Consultants, Inc.
with
Comunitas
DMC Engineering
Howard/Stein-Hudson, Assoc.
Lea + Elliot
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I. EXECUTIVE SUMMARY

The Circumferential Transit Feasibility Study was undertaken by the Massachusetts Bay Transportation Authority (MBTA) to examine short and long term transportation access improvements for destinations outside the regional core and to relieve congestion in downtown Boston on the radial rapid transit system. The primary objectives of the study include:

1. Improved access to and between major activity centers located on the fringes of downtown Boston and in the ten surrounding cities and towns located approximately five miles from the Central Business District.
2. Improved access to intercity and regional services such as Northeast Corridor Rail, commuter rail, and air transportation.
3. Relief of crowding in the central segments of the Green Line and the radial rapid transit lines such as the Red and Orange Lines.
4. Increased overall ridership on the MBTA system.

The primary study area was defined as the area within approximately five miles of the Boston Central Business District and encompassed the municipalities of Boston, Brookline, Cambridge, Chelsea, Everett, Malden, Revere, Somerville, Watertown and Winthrop.

As a feasibility study, emphasis was placed on identifying those corridor improvements that are worthy of further more detailed consideration in an Alternatives Analysis. This next step, an Alternatives Analysis, would lead to a Draft Environmental Impact Statement, and is required by the federal Urban Mass Transit Administration before federal commitments are made to major transit capital investments.

While earlier studies have identified the desirability of circumferential transit services, this effort has been the first to provide in depth information on the costs and benefits of alternative corridor improvements. In addition, this study provides a unique, comprehensive look at the entire MBTA transit system in the year 2010. Thus, the Circumferential Transit Feasibility Study has required close coordination with the many other transportation and land use planning activities now

underway in the area. The findings of this study should be invaluable in reaching decisions about circumferential corridor improvements, as well as decisions regarding other regional transit needs.

A. PLANNING PROCESS

The Circumferential Transit Feasibility Study produced three major categories of products as follows:

- Long range, major corridor investments worthy of further study in an Alternatives Analysis, Draft Environmental Impact Statement process, but not likely to be operational for fifteen to twenty years;
- Short range bus service improvements in the corridor that could be implemented in approximately the next five years, with a phasing strategy including immediate improvements; and
- Transportation System Management (TSM) improvements (generally, lower cost traffic and circulation actions) to assist bus movements in this very congested corridor, and capable of being implemented in the next ten years.

The process started with a number of activities designed to produce the information needed to identify these major categories of improvements. These activities included the following:

- Data collection to update population and employment forecasts to the year 2010, which subsequently became the basis for travel forecasting;
- A series of interviews with local area officials, regional planning agencies, transportation providers, and major employers and institutions in the corridor to identify current transportation concerns, anticipated future problems, and long range plans;
- An analysis of right-of-way opportunities in the circumferential corridor based on information developed in earlier studies and limited new field work;



- An analysis of existing travel conditions in the corridor including the performance of both the street-highway and transit networks, and
- A general public involvement process centered on Project Coordinating Committee (PCC) meetings conducted throughout the course of the study.

Once these steps were completed a "sketch plan" analysis was undertaken to identify future travel needs and specific transit corridor opportunities. This was followed by the generation of long range alternatives, short range bus service improvements, and short to medium range TSM improvements. Alternatives in each category were then separately evaluated. The findings of these three evaluation steps form the basis for the separate recommendations made in each category.

6. TRAVEL PATTERNS AND ACTIVITY CENTERS

The circumferential corridor study area encompasses a large number of existing and emerging activity centers surrounding the Boston core. These activity areas ring the core beginning with the University of Massachusetts on the southeast and ending with Logan Airport on the northeast. Traveling clockwise, the corridor connects the following major activity centers within the City of Boston:

- University of Massachusetts Boston Campus,
- Newmarket,
- Boston City Hospital/Boston University Medical School/Southeast Technology Square,
- Southwest Corridor Redevelopment Area,
- Northeastern University,
- Longwood Medical Complex, and
- Boston University.

Crossing the Charles River to Cambridge at roughly the Boston University Bridge, centers include:

- University Park Simplex Development,
- Massachusetts Institute of Technology (MIT),
- Kendall Square,

- East Cambridge Redevelopment Area, and
- Lechmere and North Point Redevelopment areas.

Continuing clockwise, back into the City of Boston, the corridor connects the Charlestown activity centers of Bunker Hill Community College and the Charlestown Navy Yard. Possible extension of the corridor northward through Sullivan Square, Everett and Chelsea and then south again to Logan Airport was also analyzed.

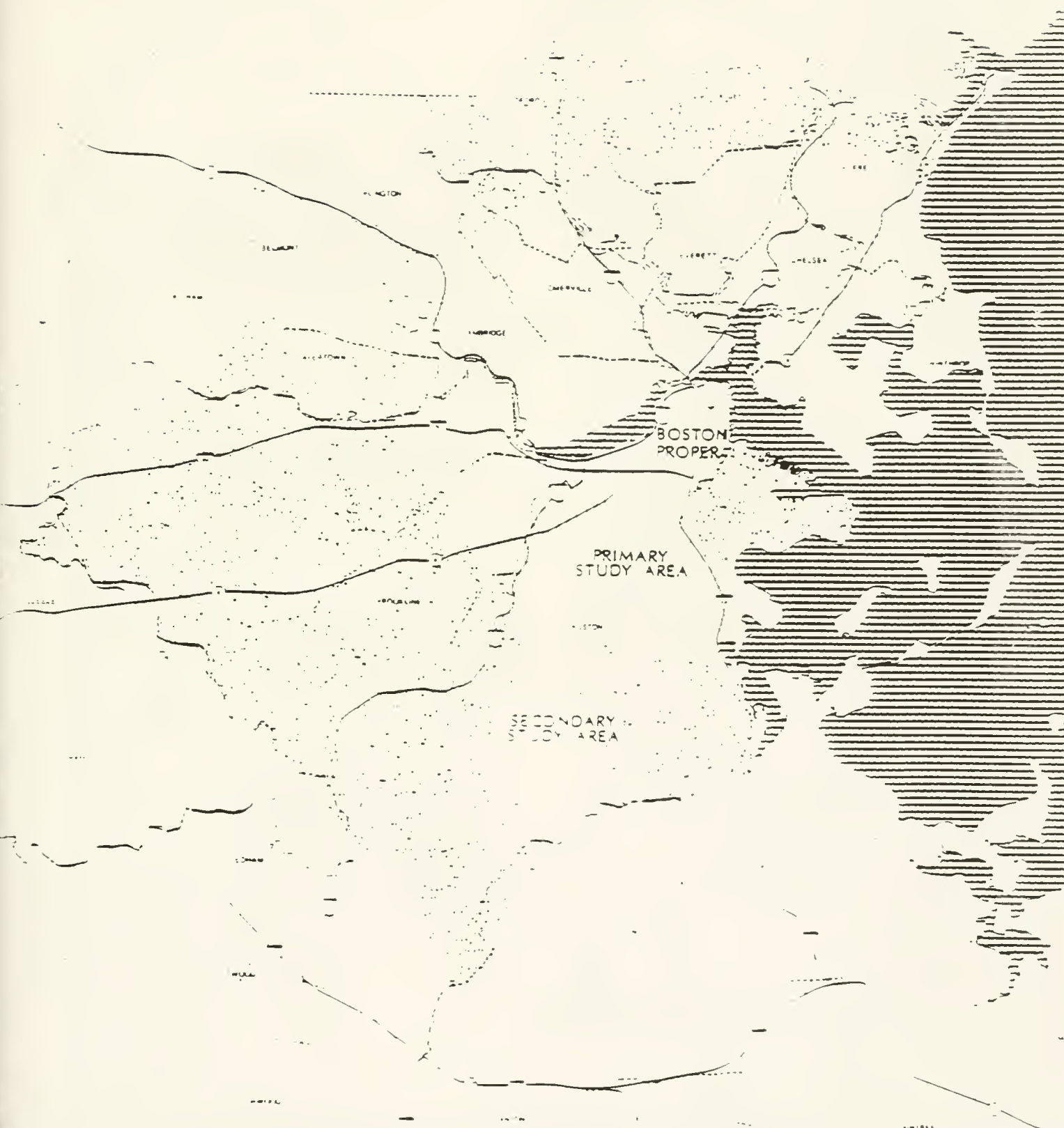
Within this same area the corridor crosses the majority of the MBTA's major radial transit facilities including the following:

- Red Line and proposed Old Colony commuter rail lines at the JFK/UMass Station,
- Proposed Roxbury replacement transit service at Washington Street and Maine Cass Boulevard,
- Orange Line and Southwest Corridor commuter rail lines at Ruggles Station,
- E Branch of the Green Line at Huntington Avenue and Ruggles Street,
- D and C Branches of the Green Line at Park Drive,
- B Branch of the Green Line and the Framingham commuter rail line at St. Mary's Street,
- Red Line at Kendall Square Station,
- Green Line at Lechmere Station, and
- Orange Line and all North Station commuter rail lines at Community College Station.

If extended to Logan Airport the corridor also crosses the Blue Line at Airport Station.

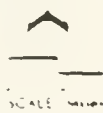
Development in key activity centers within the circumferential corridor is expected to intensify greatly by the year 2010. The study team identified a number of activity centers with significant growth potential, including Logan Airport, the Charlestown Navy Yard, the Lechmere/East Cambridge/North Point area, the Kendall Square area, the MIT/University Park area, the Longwood Medical area, the Southwest Corridor area, and the Boston City Hospital area.

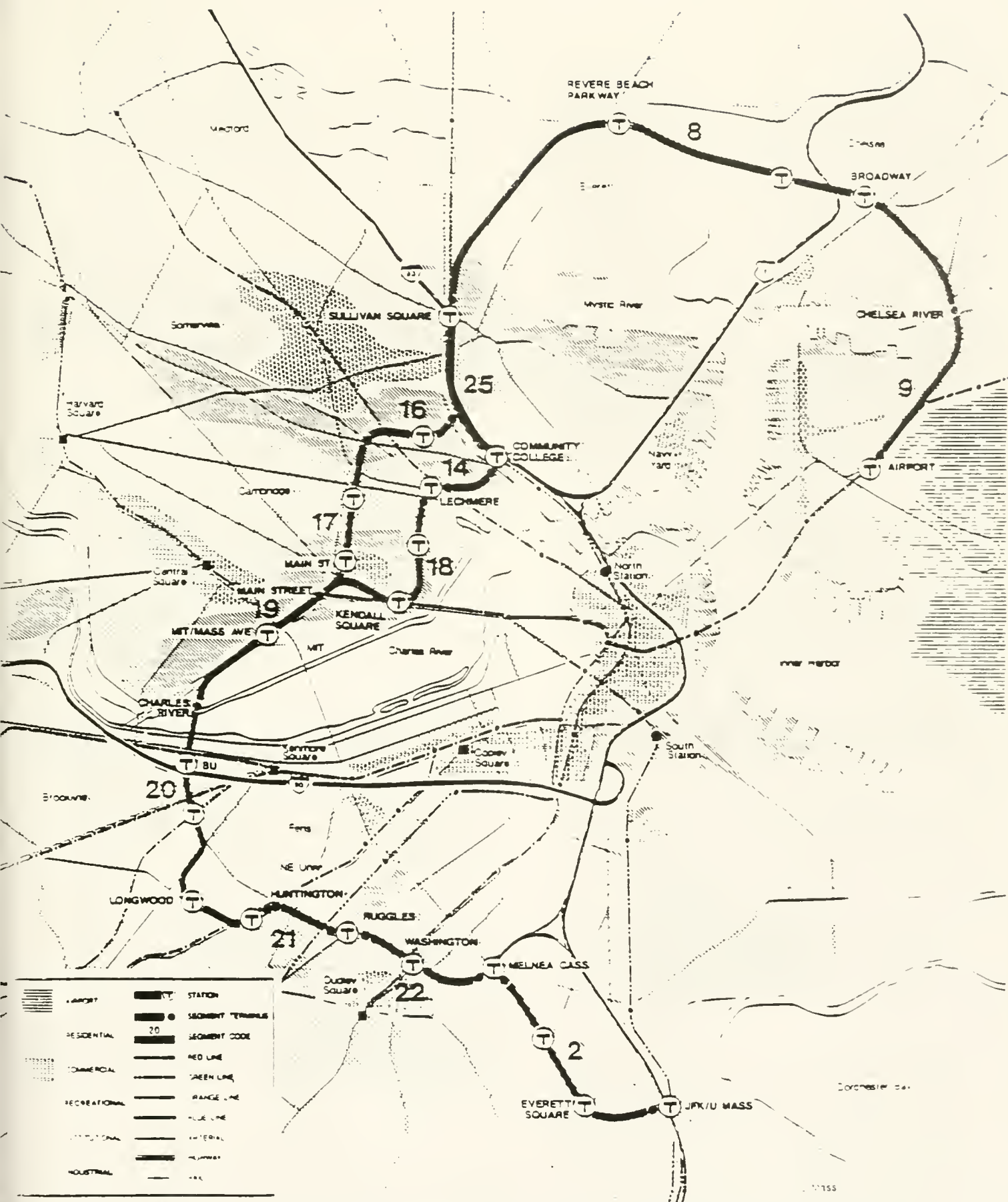




CIRCUMFERENTIAL TRANSIT FEASIBILITY STUDY

Circumferential Study Corridor





CIRCUMFERENTIAL TRANSIT FEASIBILITY STUDY

Circumferential Corridor Land Use

TRANSIT AUTHORITY OF METRO-NORTH
 120 South Street
 New Rochelle, NY 10801
 914.632.2000
 www.mta.com



The existing transportation system serving the circumferential corridor consists primarily of the regional highway and transit networks which radiate from the Boston core area. While three Interstate highway segments, numerous expressways and arterials and all of the MBTA's rapid transit and commuter rail lines cross the corridor, no major highway or rapid transit line connects activity centers in the corridor. As a result, highway access requires travel to the core of Boston and then back out on very congested facilities, or traversing the corridor on generally local streets which carry volumes well beyond their design capacities.

Travel by transit is equally troublesome, requiring travel into the core on a radial line and then back out. These trips usually require a transfer at the most congested point in the system. Alternatively, travel between points in the corridor can be made by bus, but these routes tend to be slow and unpredictable as a result of the congested street segments over which they must operate. Approximately two dozen bus routes currently serve movement in the corridor and experience average daily ridership of nearly 95,000 trips.

C. SHORT AND MID RANGE IMPROVEMENTS

The findings of the analysis of existing corridor conditions and the forecast of future year 2010 conditions demonstrate the need for significant transit improvements. Actions need to be taken immediately to improve existing bus operations, preserve options for future corridor development, help shape corridor land use to assure a transit orientation, and take advantage of development potential in the corridor to help off-set the cost of future corridor investments.

Given levels of existing development, transit ridership, and traffic congestion, actions are needed immediately to improve existing bus services and bus operations at key locations in the corridor. The Longwood area, Boston University area, Kendall Square and the Charlestown Navy Yard are the most important of the areas deserving attention over roughly the next five years.

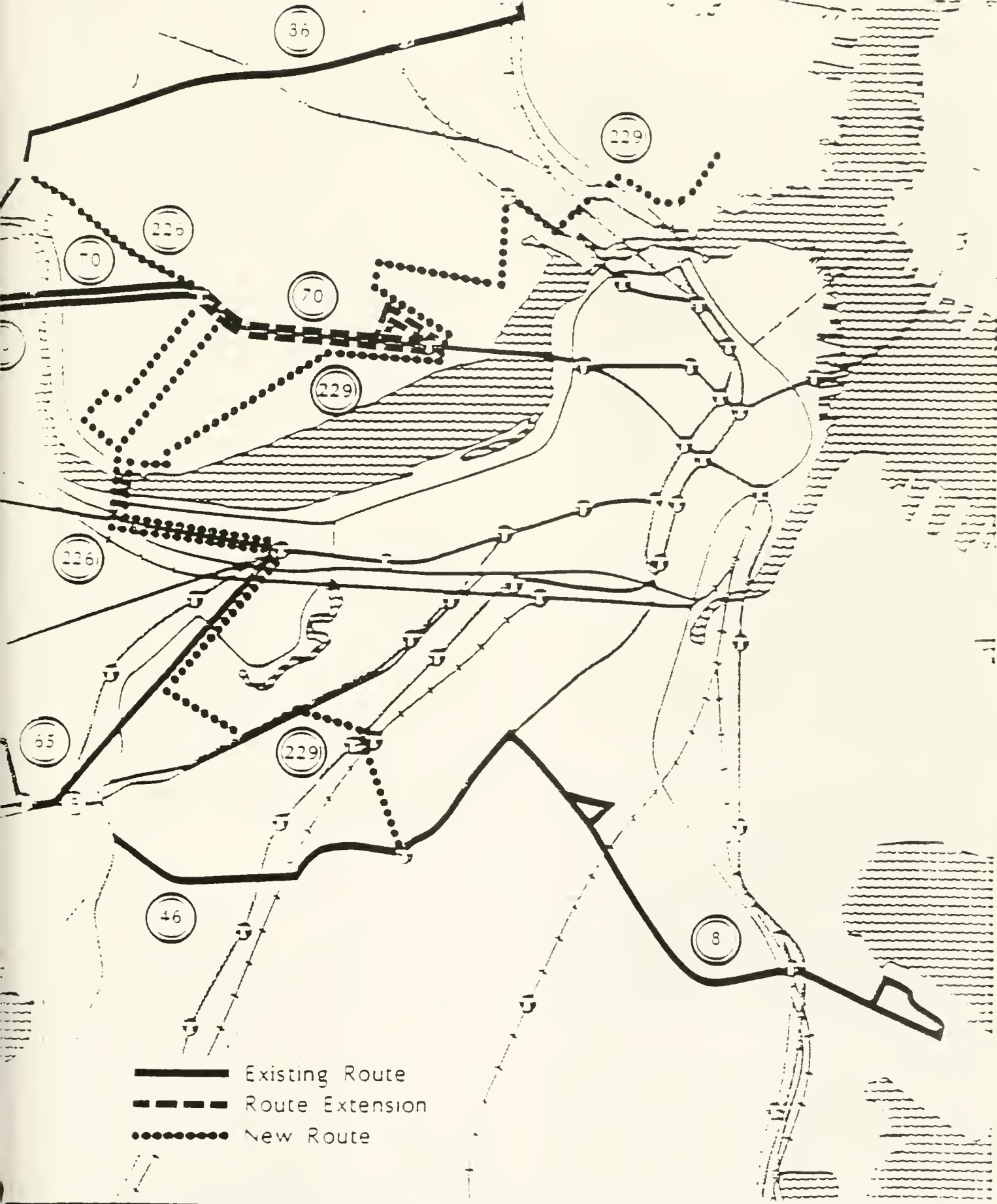
1. Short Term Bus Improvements

The study identifies a number of recommended bus service improvements in the corridor. These improvements are designed to meet both existing travel needs and those that are likely to develop over the next five to ten years. In the case of the latter,

the MBTA should monitor development and travel demand in a number of areas to determine the most appropriate timing of service additions. Areas requiring close attention include the Newmarket and Boston City Hospital areas in Boston, the University Park, Kendall Square and East Cambridge/Leonmere/North Point areas in Cambridge, and the Charlestown Navy Yard.

Specific bus route recommendations include the following:

- **Route 8 & 46** - combining the Route 8, which connects Harbor Point to Ruggles Station, and the Route 46, which connects Dudley Square to South Huntington/Heath Street would form one route connecting Harbor Point to South Huntington/Heath Street, with access to the Orange Line at Jackson Square Station.
- **Route 63** - this route, which connects Cleveland Circle to Central Square Station in Cambridge should be extended to Kendall Square Station.
- **Route 64** - this route, which connects Oak Square in Brighton to Central Square Station in Cambridge should be discontinued in combination with the Route 86 extension to Oak Square, discussed below.
- **Route 65** - this route, which now connects Brighton Center to Kenmore Square, should have improved service levels with shortened headways and extended service hours.
- **Route 70** - this route, which currently runs between Waltham and Central Square Station in Cambridge, should be extended to Kendall Square Station.
- **Route 86** - this route, which connects Sullivan Station on the Orange Line to Harvard Square in Cambridge and Union Square in Allston, should be extended to Oak Square in Brighton with the elimination of service on the Route 64 as discussed above.
- **New Route 226** - the addition of this route would provide new service between Kenmore Square and Harvard Square via Commonwealth Avenue and the Boston University Bridge. This new route would reduce ridership on the existing Routes 1 and 47 and help reduce current overcrowding. Implementation of the new Route 226 should be considered following a review of the potential service and operating impacts on the Routes 1 and 47.



- Existing Route
- - - Route Extension
- New Route

CIRCUMFERENTIAL TRANSIT FEASIBILITY STUDY

Recommended Short Term Bus Improvements

- **New Route 229** - this new route would connect Ruggles Station on the Orange Line to the Charlestown Navy Yard via the Longwood Medical Area, University Park/MIT, Kendall Square, Lechmere Station, and Community College Station on the Orange Line. Initial implementation of this route could be accomplished by modifications to the existing Routes 63 and 47-A, as follows:
 - Route 63: Extend the existing service from Cleveland Circle to Central Square Station in Cambridge and on to Kendall Square, Lechmere, Community College Station and the Charlestown Navy Yard.
 - Route 47-A: Extend the existing short-trip from Boston City Hospital to Kenmore Square over the Massachusetts Avenue Bridge to MIT, then via Vassar and Main Streets to Kendall Square.
- **Mass Turnpike Express Bus Routes** - four potential routes are identified for improving express bus services from the western suburbs to the Longwood area, emerging growth centers along the Charles River in Cambridge, and possibly the Charlestown Navy Yard. While changes to the Turnpike in the vicinity of the existing Allston interchange are desirable to support these routes, all could be implemented as demand warrants prior to any modifications. Consideration should be given to the Longwood and Kendall Square routes in the near future. Service to the University Park/MIT, East Cambridge/Lechmere, and Charlestown Navy Yard areas should be considered as development in these areas warrants.
- **South Bay Interchange** - the MBTA should work closely with the State DPW and the Boston Transportation Department to implement improvements in the area as part of the Central Artery reconstruction supportive of expanded bus service in the Melnea Cass Boulevard/Massachusetts Avenue corridor.
- **Melnea Cass Boulevard** - the MBTA should monitor traffic conditions in the area to determine the appropriate timing for the development of the existing transit reservation as a bus facility. Consideration should also be given to the eventual conversion of the right-of-way for use by light rail or an aerial guideway for mini metro operation. Finally, land development along the corridor, including the addition of curb cuts, should be closely monitored to assure that bus operations will not be negatively impacted and that future development of the transit reservation is not compromised.
- **Ruggles Station Area** - the MBTA should work closely with the Boston Transportation Department and the Boston Redevelopment Authority to implement the series of improvements identified in the body of this report to improve bus operations through Ruggles Station. Development should be monitored to assure that the existing easement through the station and the adjoining development parcels is maintained for possible future light rail or mini metro development.
- **Ruggles Street** - Ruggles Street should be widened to a four lane cross section between Ruggles Station and Huntington Avenue. The existing transit reservation should be maintained with a minimum width of 32 feet. New development, including additional curb cuts, should be closely monitored to assure that future development of either a light rail line or mini metro tunnel is not impeded. In addition, consideration should be given to the possibility that this segment will include a tunnel portal for the transition of a light rail line from surface to subway.
- **Greater Longwood Area** - the MBTA should work with the City of Boston, MASCO and the Metropolitan District Commission (MDC) in the implementation of the series of recommended traffic improvements in the overall area from Huntington Avenue to the Boston University Bridge.

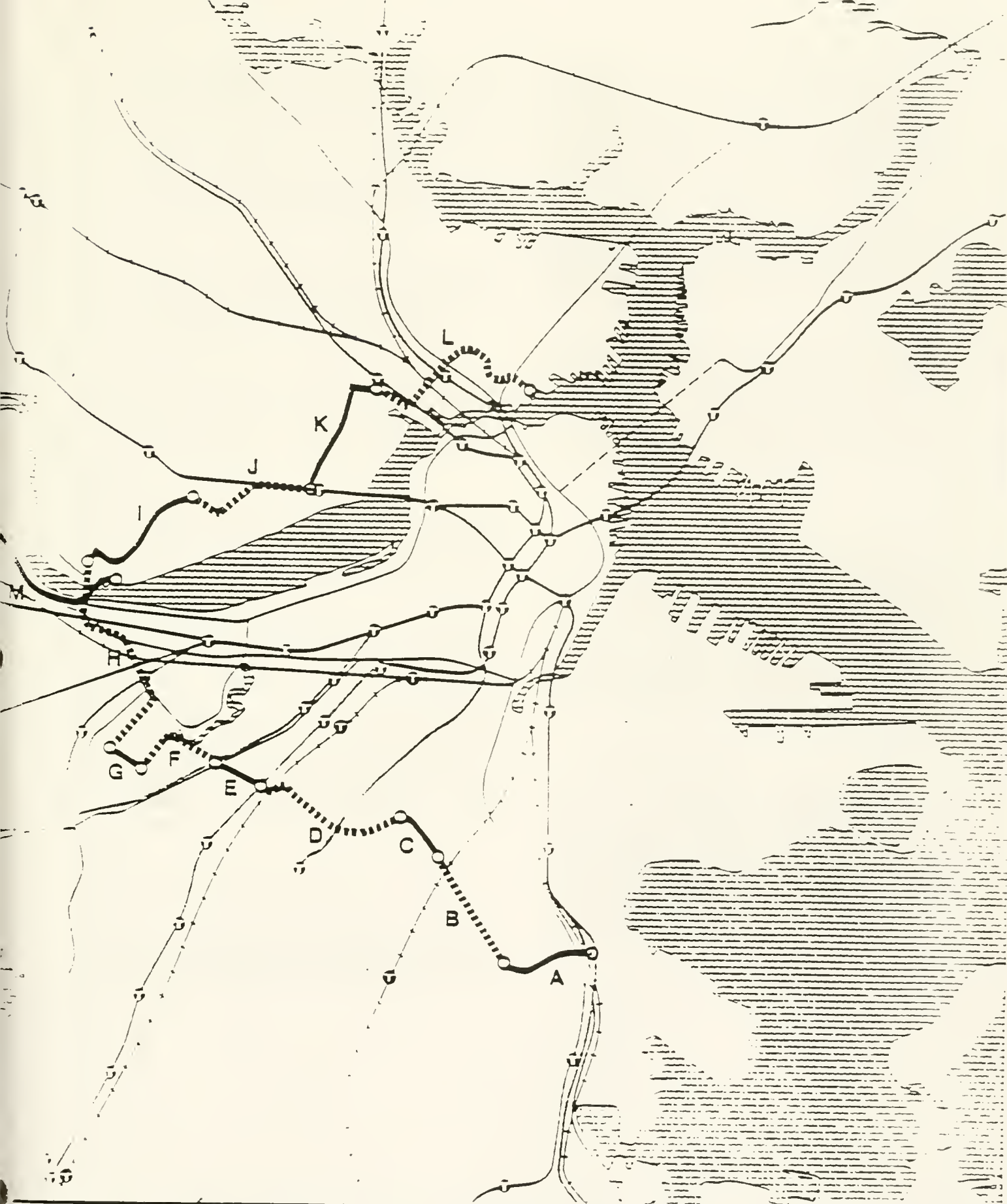
2. Modest Cost Traffic Improvements

The Circumferential Transit Feasibility Study also identifies a number of modest cost traffic improvements capable of improving traffic flow and bus operations on existing streets and arterials in the corridor. Most of these improvements will require the MBTA to work closely with local municipalities and other State agencies.

Specific recommendations include the following:

- **Newmarket Area** - the MBTA should work closely with the Boston EDIC and the Boston Transportation Department to implement improvements to Massachusetts Avenue supportive of bus service improvements through this redevelopment area.





CIRCUMFERENTIAL TRANSIT FEASIBILITY STUDY

TRANSPORTATION SYSTEMS MANAGEMENT CORPORATION

TSM Corridor Segments



- Allston Interchange of the Mass Turnpike - the MBTA should work with the Turnpike Authority and the Executive Office of Transportation and Construction to allow bus use of the truck route now under study. This facility could allow express buses to exit the Turnpike and use the Grand Junction Bridge to reach destinations in Cambridge.
- University Park - the MBTA should work with the City of Cambridge to implement improvements for the operation of buses in the University Park/MIT area as part of the proposed street changes in the area.
- Kendall Square - the MBTA should work with the City of Cambridge and the Cambridge Redevelopment Authority to implement improvements for bus operations in the general area.
- Lechmere Station - the design of the new station should provide for the smooth movement of buses between Kendall Square and Community College Station on the Orange Line and the Charlestown Navy Yard.
- Gilmore Bridge - the MBTA should work with the Cities of Boston and Cambridge and the State DPW in a study to determine appropriate traffic flow improvements in the general area.
- Charlestown Navy Yard - the MBTA should work with the City of Boston, the National Park Service and the New England Aquarium to implement the identified improvements needed to allow for the smooth operation of buses through the Charlestown Navy Yard.

D. LONG RANGE IMPROVEMENTS

The study identifies and evaluates a number of alternative long range improvements in the corridor. Five generalized transit technologies are

considered. Three of these technologies, conventional diesel bus, light rail, and intermediate rapid transit (Blue Line) are currently operated by the MBTA, and two of the technologies, dual propulsion (electric and diesel) guided bus and automated people mover would be new to the MBTA system. Because of the corridor characteristics of constrained rights-of-way and likely short station spacings with high volumes of transfers between lines, heavy rail rapid transit such as Red and Orange Line vehicles and commuter rail are inappropriate.

Six initial alternatives were generated with the objective of defining a wide range of possible corridor options. Based on the results of the first pass evaluation long range alternatives were refined into eight distinct options, and a detailed evaluation and cost effectiveness analysis were conducted. Alternatives include the following:

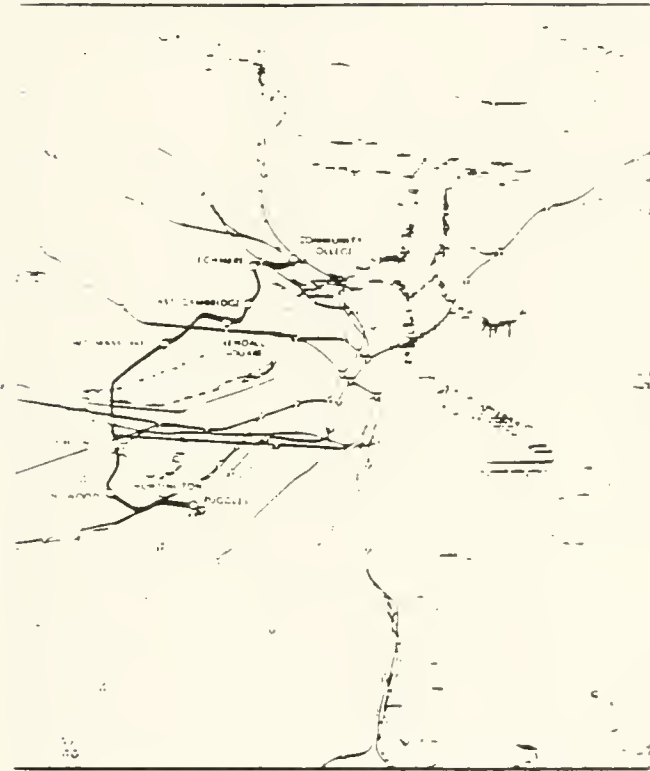
1. Alternative 1 - Baseline

This alternative is the baseline or "no action" 2010 design year transit service in the circumferential corridor. It provides a basis of comparison for the seven "action" alternatives. While this alternative did not include any improvements in the circumferential corridor, it did include a number of planned radial transit improvements such as the restoration of Old Colony rail service.

2. Alternative 2 - TSM

The TSM or Transportation Systems Management alternative consists of low cost traffic improvements, the addition of new bus routes and modification of existing bus routes, as described in the earlier section. The TSM alternative provides the basis for comparison of the cost effectiveness of the major investment options.

3. Alternative 3C - Core LRT



This alternative is the simplest of the light rail options and would consist of a single line connecting Ruggles Station on the Southwest Corridor/Orange Line to Community College Station on the northern leg of the Orange Line. It would consist of approximately 5.1 miles of double-track light rail, predominantly in subway. A total of ten new stations would be constructed, two at-grade, one on aerial structure, and seven in subway. Also included is an expanded maintenance and storage facility at Lechmere and new commuter rail platforms on the Framingham Line near St. Mary's Street and on all North Station lines at Community College.

4. Alternative 3D - JFK/U Mass Core LRT



This alternative includes the core alignment of alternative 3C and adds an extension from Ruggles Station to the JFK/U Mass Station on the Red Line. This extension produces a total double-track line length of 7.3 miles. The total number of stations would increase to 14, with four at-grade, two on aerial structure and eight in subway. New commuter rail platforms would be added near St. Mary's Street on the Framingham Line, at Community College on all North Station lines, and at JFK/U Mass on the Old Colony Line. Because of the line's greater length and the lower rider demand on the outer portions, two light rail lines would be operated. One would run from JFK/U Mass to Kendall Square, and one would connect Ruggles Station to Community College.

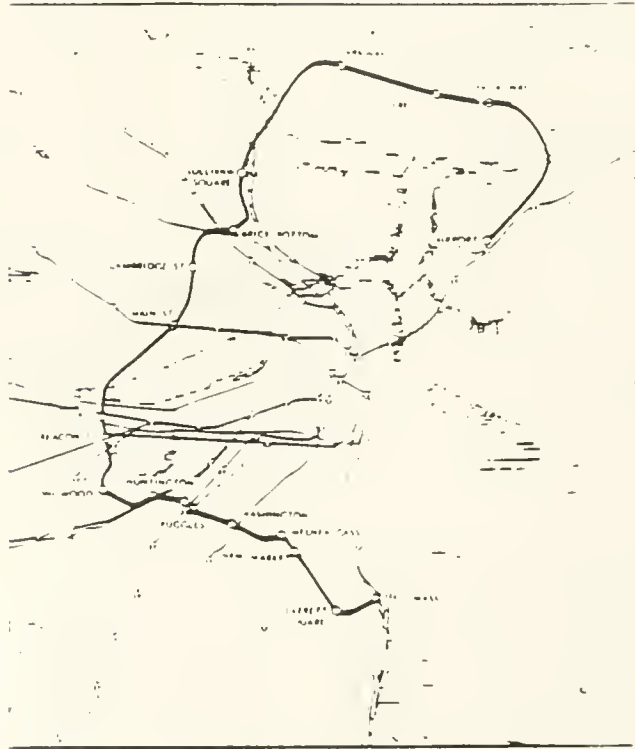


5. Alternative 3E - JFK/U Mass to Airport via Community College



This alternative would provide light rail service the full length of the corridor from JFK/U Mass to Logan Airport. It would be essentially the same as Alternative 3D from JFK/U Mass to Community College. From Community College Station this alternative would extend circumferential service north along existing rail facilities through Somerville, Everett, and Chelsea, then southward to East Boston and terminate at Logan Airport. This alternative consists of a total of 13.3 double track miles, with nearly all of the additional six miles compared to Alternative 3D being at-grade. The total number of stations would increase to 19, with nine at-grade, two on aerial structure, and eight in subway. **Because** of the length of the route three light rail lines **would** be operated. One would serve the entire corridor from JFK/U Mass to Logan Airport. A second would operate between JFK/U Mass and Kendall. And a third would connect Ruggles Station to Community College Station.

6. Alternative 3F - JFK/U Mass to Airport via Grand Junction

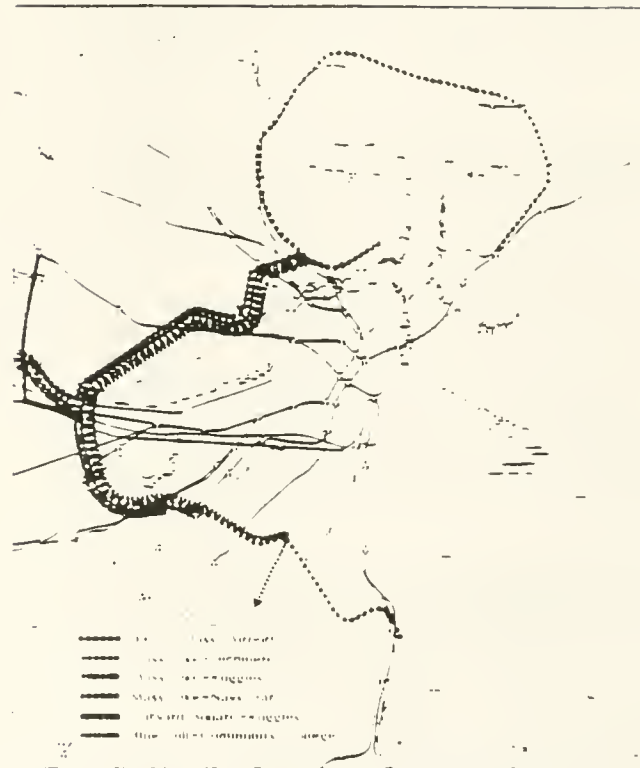


This alternative would provide light rail service the length of the corridor from JFK/U Mass to Logan Airport, using a slightly different alignment than that described for Alternative 3E. Under this option the Grand Junction Railroad would be utilized for its entire length from the Charles River to Sullivan Square Station on the Orange Line. This modified alignment consists of 12.7 double track miles -- total of 18 stations would be included, nine at-grade, two on aerial structure, and seven in subway. New commuter rail platforms would be constructed near St. Mary's Street on the Framingham Line, near the O'Brien Highway on the Fitchburg Line, at Sullivan Square on the North Shore, Lowell and Haverhill Lines, and at JFK/U Mass on the Old Colony Line. As with Alternative 3E, three different routes would serve the corridor. One route would run the entire corridor from JFK/U Mass to Logan Airport. One would provide service between Ruggles Station and Sullivan Square Station. And one would connect JFK/U Mass Station to Main Street in Cambridge.

7. Alternative 5D - Mini Metro Core Alignment



8. Alternative 6 - Guided Bus



The initial analysis of fully grade separated, medium capacity rapid transit options indicated that only the central portion of the corridor had potential year 2010 ridership large enough to warrant this high capital cost alternative. As a result, the detailed analysis was limited to an alternative running from Ruggles Station to Community College Station. The line would consist of approximately 5.1 miles of double-track guideway, all in subway except for a limited section between Lechmere and Community College. A total of ten stations would be constructed, one on aerial structure, and nine in subway. Also included is a new maintenance and storage facility north of Community College Station, and new commuter rail platforms on the Framingham Line near St. Mary's Street and on all North Station lines at Community College.

Opportunities for low cost guided bus development are very limited in the core segment of the circumferential corridor between Ruggles Station and Community College Station. However outside the core area, significant opportunities exist for guided bus development on both the extensions to JFK/UMass from Ruggles and Logan Airport from Community College. Thus, the core corridor requires significant subway construction, similar to that identified for the light rail and mini metro alternatives. For purposes of analysis the guided bus alternative was defined with guideway development throughout the length of the corridor from Ruggles Station to Logan Airport. Therefore, in this area it is similar to the light rail system described in Alternative 3E. A total of 13.3 double track guideway miles would be included, with over four miles of subway, limited sections on aerial structure, and the balance at grade. A total of 19 stations would be included, with nine at-grade, two on aerial structure, and eight in subway. Guided bus vehicle storage and maintenance was assumed to be accommodated by expansion of existing MBTA bus bases. Six separate bus routes would operate in the corridor.

E. EVALUATION OF LONG RANGE IMPROVEMENTS

The alternatives were subjected to a detailed evaluation and cost effectiveness analysis using a year 2010 design horizon. The results are summarized in the accompanying table. Key findings with regard to the major investment alternatives include:

- **Ridership** - all major build alternatives generate high levels of ridership ranging from 100,000 to 150,000 boardings per day. Of this ridership approximately 60 percent is diverted from existing rail lines and bus routes, and 40 percent are new riders.
- **Green Line Impacts** - all major build alternatives produce substantial reductions in Green Line peak load volumes between Park and Boylston Stations. Reductions average roughly 20 percent compared to the TSM Alternative.
- **Commuter Rail Impacts** - improved service in the circumferential corridor produces large increases in commuter rail ridership, particularly for routes serving North Station.
- **Travel Time Savings** - all major build alternatives produce major travel time savings for corridor transit users.
- **MBTA System Requirements** - most of the major build alternatives produce savings in reduced vehicle requirements for buses, Red Line cars and Green Line cars.
- **Service to Users with Special Needs** - impacts vary depending on the technology. The high platform Mini Metro Alternative provides the most improved accessibility for wheel chair users.
- **Reliability** - all major build alternatives significantly improve the reliability of transit service in the corridor. Greatest improvement would occur with the fully grade separated Mini Metro Alternative.
- **Implementation** - all build alternatives require major investments and construction implementation and phasing are probably easiest for the Light Rail Alternatives. Both the Mini Metro and Guided Bus Alternatives introduce new technologies to the MBTA system.

- **Environmental** - all major build alternatives produce reductions in corridor auto travel and result in reductions in vehicle emissions and energy consumption. Noise impacts are generally minimal because of the predominance of subway alignment.
- **Land Use** - all major build alternatives require minimal right-of-way acquisition. Significant development impacts are likely from all the options.
- **Capital Costs** - all build alternatives require major investments exceeding \$1 Billion in 1988 dollars.
- **Operating Costs** - all major build alternatives result in overall savings in MBTA system operating costs compared to the TSM Alternative.
- **Cost Effectiveness** - with the exception of the Guided Bus Alternative, all produce ratios within UMTA thresholds for consideration in an Alternatives Analysis.

F. LONG RANGE ALTERNATIVES RECOMMENDATION

The results of the evaluation of the long range alternatives, indicate that a number of options appear to provide highly cost effective solutions to meet corridor travel needs. In general, it is clear that without a major investment in the corridor, traffic conditions and transit operations will deteriorate significantly by the year 2010. Growth in emerging activity centers in both Boston and Cambridge will be restrained without a major investment in the corridor. In addition, if the Circumferential Line is not built by the year 2010 costly improvements may be necessary to deal with capacity problems on key links of both the Red and Green Lines. Finally, opportunities exist both for transit line right-of-way and for the shaping of new development if planning for a Circumferential Line proceeds in a timely manner.

Investment in a major transit facility in the circumferential corridor will require a number of additional steps and actions. Should decisions be made to proceed, more in depth community involvement must be undertaken; refinement and more in depth analysis of corridor alternatives must occur; further study of land use and environmental issues will be required; actions must be taken to preserve existing right-of-way, and opportunities

should be pursued to secure funding and joint development possibilities. The most important next step is to begin a formal Alternatives Analysis and Environmental Impact Statement process.

The results of the long range alternatives evaluation indicate that both the Light Rail and Mini Metro Alternatives appear promising and are worthy of further study. While the Light Rail Alternatives produce the lowest cost effectiveness ratios, the Mini Metro Alternative is nearly as attractive. In addition, the latter produces the shortest travel times, would be fully accessible to special needs users, and results in lower operating costs per passenger compared to the Light Rail Alternatives. On the negative side, it has a higher capital cost, would introduce a new technology to the MBTA system, and would not be as easy to implement in phases as compared to the other alternatives.

A distinct advantage of the Light Rail Alternatives are their ability to operate on lower cost, non-grade separated right-of-way outside the core alignment. This is very important if the extensions from Fuggles to JFK U Mass or northward from Community College are seriously considered.

The Guided Bus Alternative produces cost effectiveness measures much higher than those for any of the other alternatives. This is primarily a result of the high costs of right-of-way development and the lower ridership. The former occurred because of the extensive subway segments included in the feasibility study. The guided bus, however, has significant advantages related to Circumferential Line phasing and its impact on reducing Green Line volumes. As a result, it is recommended that the cost and ridership impacts of a more modest approach be explored.



Year 2010
Long Range Alternatives Summary Evaluation

<u>Criteria</u>	<u>B/TSM</u>	<u>CC Core LRT</u>	<u>CC Core LRT with U Mass</u>	<u>CC LRT with U Mass</u>
Daily Corridor Ridership	9,000	102,000	100,000	148,000
Daily System Wide Ridership Compared to 1987	+ 215,000	+ 275,000	+ 277,000	+ 287,000
Travel Time Savings Compared to Baseline Alternative	157,000 min./day	749,000 min./day	842,000 min./day	1,107,000 min./day
Service to Users With Special Needs	Minor improvement	Major improvement if Green Line is made accessible	Major improvement if Green Line is made accessible	Major improvement if Green Line is made accessible
Reliability	Fair to poor	Good	Good	Good
Implementation	Simple improvements easily undertaken	Major project, no new technology	Major project, no new technology can be phased	Major project, no new technology can be phased
Change in Regional Vehicle Travel Compared to Baseline Alternative	- 24,000 miles/day	- 379,000 miles/day	- 385,200 miles/day	- 465,000 miles/day
Noise Impacts	Increased diesel bus operations	Little or no change with mostly subway operation	Minor increase on surface segments	Minor increase on surface segments
Land Use Impacts	None	Major influence in core segment.	Major influence in core segment, stimulus for development on outer links	Major influence in core segment, stimulus for development on outer links
Social Impacts	Minor positive benefit.	Major service improvement to low income neighborhoods and employment opportunities.	Major service improvement to low income neighborhoods and employment opportunities	Major service improvement to low income neighborhoods and employment opportunities
Corridor Capital Costs (1988 \$)	\$19,000,000	\$1,033,000,000	\$1,245,000,000	\$1,370,000,000
Annual Operating Costs Compared to Baseline Alternative (1988 \$)	-\$17,000,000	-\$4,000,000	-\$10,000,000	-\$1,000,000
Cost Effectiveness (Standard Federal Index)	Base for comparison	\$3.78	\$4.18	\$4.26



Year 2010
 Long Range Alternatives Summary Evaluation
 (continued)

Criteria	3F LRT JFKU Mass to Airport via Grand Junction RR	5D Min Metro	6 Guided Bus
Corridor Ridership	119,000	103,000	114,000
System Wide Ridership Compared to 1987	- 278,000	- 276,000	- 234,000
Travel Time Savings Compared to Baseline Alternative	896,390 min./day	753,000 min./day	1,115,000 min./day
Service to Users With Special Needs	Major improvement if Green Line is made accessible	Major improvement	Major improvement
Reliability	Good	Excellent	Good
Implementation	Major project; no new technology can be phased	Major project; introduces new technology	Major project; introduces new technology; can be phased
Change in Regional Vehicle Travel Compared to Baseline Alternative	- 434,120 miles/day	- 382,000 miles/day	- 157,000 miles/day
Visual Impacts	Minor increase on surface segments	No impact; all subway	Modest impact with increase in diesel bus operations
Land Use Impacts	Major influence in core segment; stimulus for development on outer links.	Major influence in core	Major influence in core segment; stimulus for development on outer links
Social Impacts	Major service improvement to low income neighborhoods and employment opportunities	Major service improvement to low income neighborhoods and employment opportunities.	Major service improvement to low income neighborhoods and employment opportunities
Corridor Capital Costs (1988 \$)	\$1,180,000,000	\$1,145,000,000	\$1,384,000,000
Annual Operating Costs Compared to Baseline Alternative (1988 \$)	- \$10,000,000	- \$5,000,000	- \$13,000,000
Cost Effectiveness Standard Federal Index	\$3.65	\$4.39	\$19.02



CROSTOWN PLAN
NATIONAL INSTITUTES OF HEALTH
1990 AWARDS

<u>NATIONAL RANK</u>	<u>INSTITUTION</u>	<u>AMOUNT</u>
2	Brigham and Women's Hospital	66,830,636
3	Dana-Farber Cancer Center	43,758,469
4	Children's Hospital	27,610,956
7	Beth Israel Hospital	16,445,759
15	New England Deaconess Hospital	7,608,587
	TOTAL	<u>162,254,407</u>



FUTURE DEVELOPMENT SITES

BOSTON UNIVERSITY / KENMORE SQUARE

Parcel Size: 56,940 square feet

Parcel Owner: Boston University

Current Uses: Parking, residential, commercial, institutional and entertainment

Potential Development Program: Development of between 225,000 - 350,000 sq. ft. of office, institutional entertainment and parking has been considered.

Current Zoning: B-4, H-4

Proposed FAR: 4 - 6

Development Constraints:

- Need for relocation of Deerfield Street to facilitate comprehensive development.
- Community concerns along Bay State Road that housing and open space be provided and that existing height limits be maintained.

Development Advantages:

- Proximity to BU and its need of expansion
- Opportunity for mixed use development which includes parking, commercial, entertainment uses.



BACK ST

SITE 1

BOSTON UNIVERSITY / KENMORE SQUARE

BAY STATE RD

SARATOGA ST

W. FENWAY ST

BLISS ST

BEACH ST

NEWBURY ST

LANSLOWNE ST

FENWAY PARK

OVERLAND ST

BROADWAY

JANNESS ST

IF ST

BOSTON ST

JEFFREY ST

HEMPHILL ST

MILK



CHILDREN'S HOSPITAL / MASS TURNPIKE AUTHORITY

Parcel Size: 172,520 square feet

Parcel Owner: Children's Hospital, Mass. Turnpike Authority, Conrail

Current Use: Surface Parking

Potential Development Program: Development of a large parking facility (up to 1,500 spaces), an intermodal transportation facility associated with commuter rail and MASCO shuttle buses, and up to 300,000 square feet of housing and commercial development.

Current Zoning: M-2, B-2, H-2

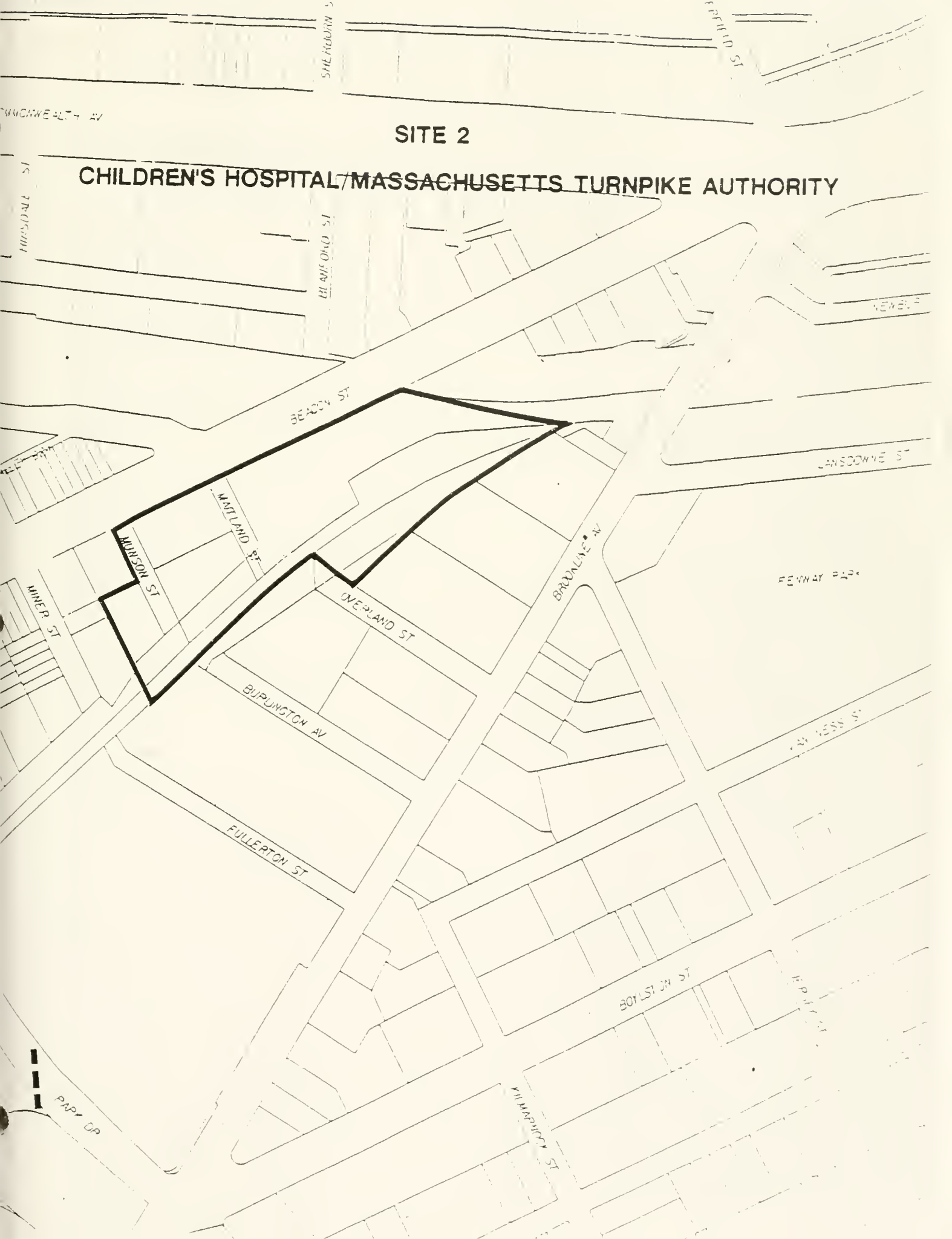
Proposed FAR: 4

Development Constraints:

- Diverse parcel ownership (Massachusetts Turnpike Authority, Children's Hospital and Conrail).

Development Advantages:

- Proximity to commuter rail stop.
- Demand for parking and office space of LMA institutions
- Proximity of MBTA green line, which bisects the site below grade.



SITE 2

CHILDREN'S HOSPITAL/MASSACHUSETTS TURNPIKE AUTHORITY

SHEPLEY ST

BLUFF ST

COMMONWEALTH AV

TRINITY ST

BLUFF ST

NEWELL ST

BEACON ST

LANSDOWNE ST

MATLAND ST

FENWAY PARK

MUNSON ST

BROOKLINE AV

MINER ST

OVERLAND ST

BURINGTON AV

WYOMING ST

FULLERTON ST

BOYLSTON ST

REDFIELD ST

WILMINGTON ST

PART OF

HARVARD COMMUNITY HEALTH PLAN

Parcel Size: 129,511 square feet

Parcel Owner: Harvard Community Health Plan, Nimrod Press, Draper Printing, M. Gordon, and C.G. Kruttenmaker, Jr.

Current Uses: Printing, retail, commercial, and parking.

Potential Development Program: Development of 300,000 - 500,000 square feet of new administrative and clinical support space.

Current Zoning: B-2, M-2

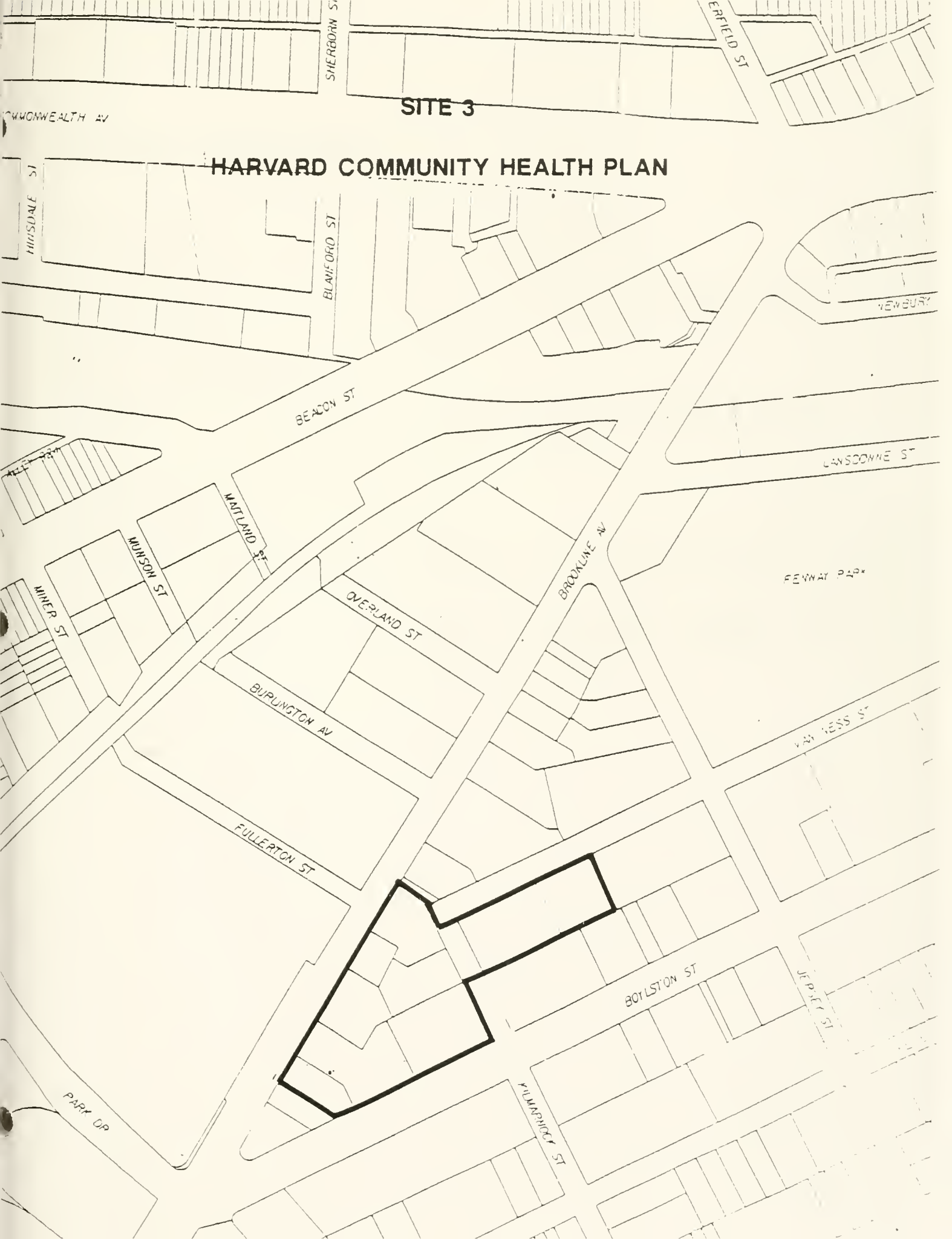
Proposed FAR: 4

Development Constraints:

- Diverse ownership of parcel
- Odd shaped parcel
- Need for relocation of printing establishments.

Development Advantages:

- Proximity of site to Harvard Community Health Plan, Olmsted Plaza, and other LMA back office uses located in area.



SITE 3

HARVARD COMMUNITY HEALTH PLAN

COMMONWEALTH AV

SHERBORN ST

ERFIELD ST

MIRSDALE ST

BLANFORD ST

BEACON ST

NEWBURY

LANSDONNE ST

FENWAY PARK

MALDEN ST

BROOKLINE AV

OVERLAND ST

WATKINS ST

MUNSON ST

BURINGTON AV

FULLERTON ST

BOYLSTON ST

JEPPE ST

MIRER ST

PARK DR

FILMBOCK ST

BOSTON ENGLISH HIGH SCHOOL

Parcel Size: 130,000 square feet

Building Size: 307,000 square feet

Parcel Owner: City of Boston School Department

Current Use: Vacant

Potential Development Program: Development of 300,000 square feet of new space, including primarily medical research.

Current Zoning: H-3

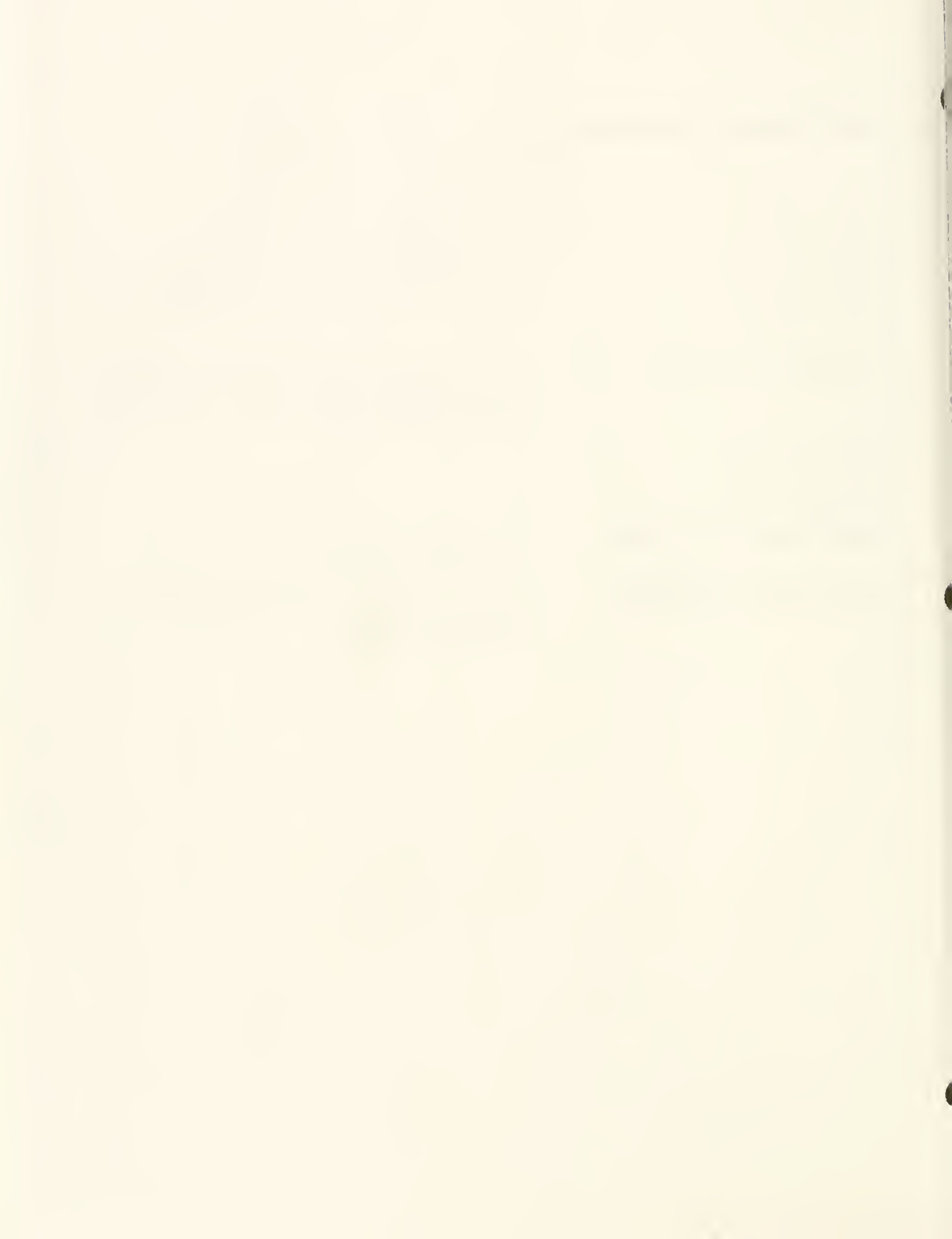
Proposed FAR: 2.4

Development Constraints:

- Potential need for demolition of existing building.

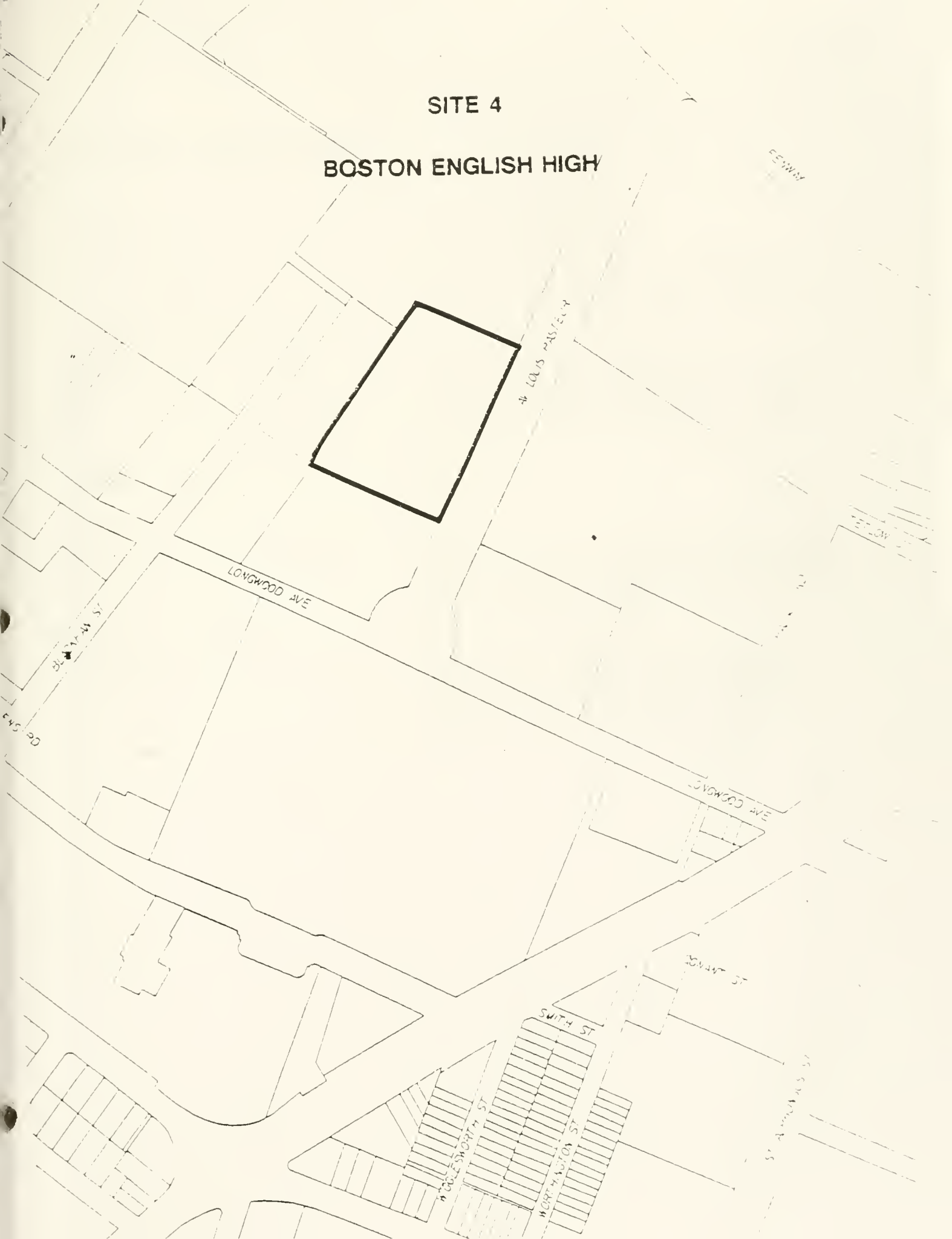
Development Advantages:

- Central location of site in the LMA where significant demand for expansion exists.



SITE 4

BOSTON ENGLISH HIGH





DANA-FARBER CANCER CENTER

Parcel Size: 62,359 square feet

Parcel Owners: Dana-Farber, Children's Hospital

Current Uses: Surface parking, office, research

Potential Development Program: Development of 300,000 square feet of clinical and research space affiliated with Dana-Farber, Children's and Brigham & Women's Hospitals.

Current Zoning: L-1, H-3

Proposed FAR: 5

Development Constraints:

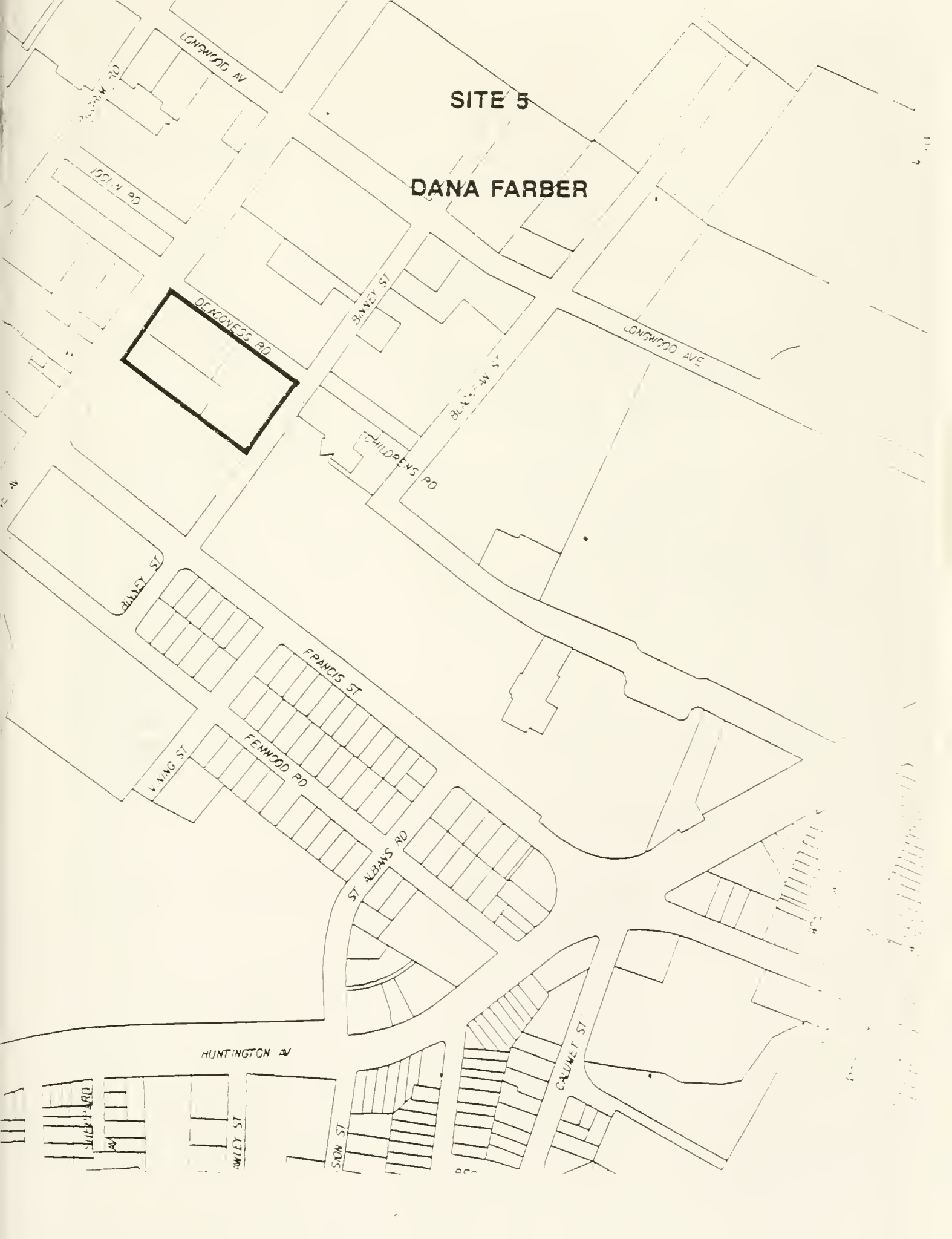
- Need for property owners to agree on a development/ownership strategy for parcel to be developed to its maximum potential.

Development Advantages:

- Site located in close proximity to Children's, Dana Farber, Brigham & Women's and the Deaconess Hospitals, allowing for development of shared research and support facilities.

SITE 5

DANA FARBER



MISSION HILL "LEDGE SITE"

Parcel Size: 418,176 sq. ft. (9.6 acres)

Parcel Owner: The President and Fellows of Harvard College

Current Uses: The site is largely open space, with 12 units of residential housing, in addition to approximately 20,000 square feet of commercial space (Osco Drug, bank, cleaners).

Potential Development Program: The Mission Hill Neighborhood Housing Services (MHNHS), which has been in negotiations with Harvard to secure an option to purchase the site, may propose a 200,000 square foot, mixed-use development program which could include office, retail and medical research space.

Current Zoning: H-1, L-1, B-1

Proposed FAR: .5

Development Constraints:

- Possible former filling of site with contain hazardous wastes
- Osco's long term lease on a portion of the site
- Need for open space protection
- Adjacency to Mission Hill residential neighborhood

Development Advantages:

- Proximity to LMA with good transit and vehicular access
- Interest of institutions to participate in joint venture.

SITE 6

THE LEDGE





NEW ENGLAND BAPTIST HOSPITAL

Parcel Size: 60,000 square feet

Parcel Owner: New England Baptist Hospital (NEBH)

Current Uses: Primarily surface parking for 117 cars and landscaping

Potential Development Program: Development of major, new clinical or office building of 120,000 - 150,000 square feet.

Current Zoning: H-2

Proposed FAR: 2

Development Constraints:

- Need for protection of the meadow and open space area.

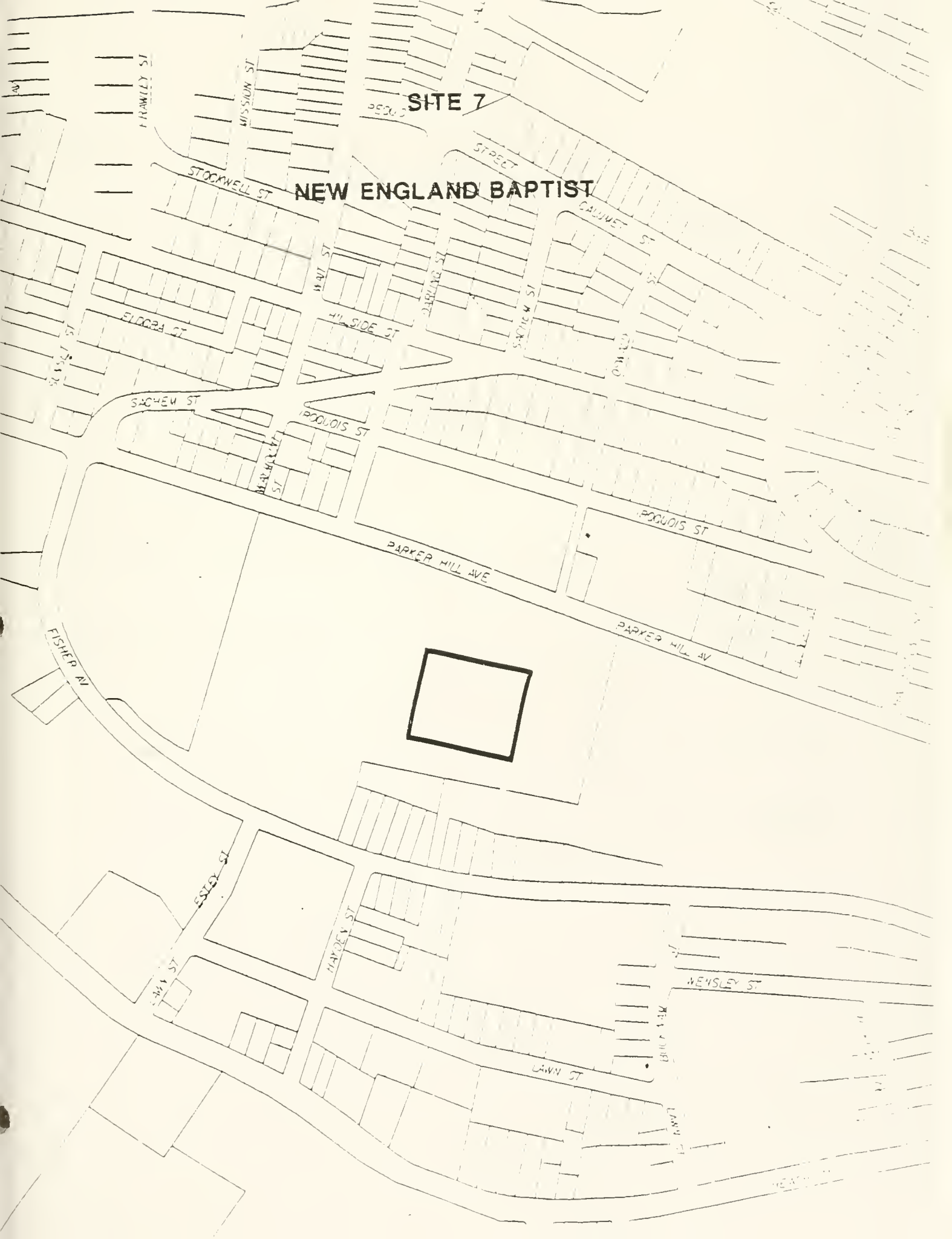
Development Advantages:

- Proximity of site to hospital.
- Lack of proximity of site to residential uses.
- Community benefit of open space protection.



SITE 7

NEW ENGLAND BAPTIST



WENTWORTH INSTITUTE "TRIANGLE PARCEL"

Parcel Size: 139,000 square feet (3.2 acres)

Parcel Owner: Wentworth Institute

Current Uses: Recreational fields and surface parking

Potential Development Program: Development of the site for approximately 200,000 square feet of academic, commercial, and housing uses.

Current Zoning: H-1, H-2

Proposed FAR: 1.5

Development Constraints:

- Soil conditions
- Wentworth's lack of interest in facilitating a mixed use development

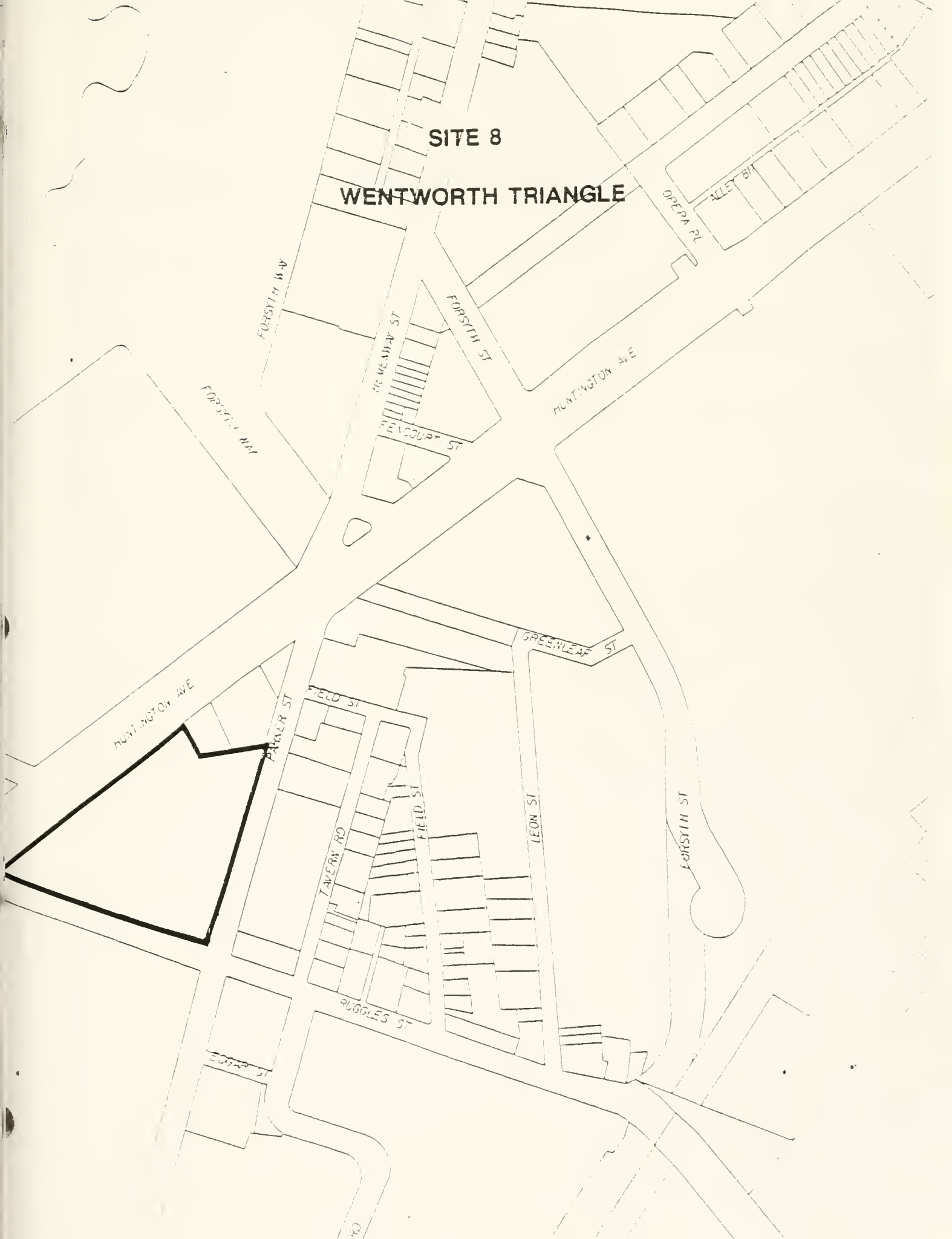
Development Advantages:

- Premier location adjacent to Ruggles Center, Huntington Avenue and the Longwood Medical Area.
- Proximity to proposed circumferential transit corridor
- Demand for expansion space by N.U., Wentworth, the Museum and other adjacent institutions.
- Opportunity for mixed use development including research space, commercial uses, student housing and parking.



SITE 8

WENTWORTH TRIANGLE



FORSYTH BLVD

HEMLOCK ST

FORSYTH ST

OPERA PL

ALLEY WAY

FORSYTH BLVD

PENSCOURT ST

HUNTINGTON AVE

HUNTINGTON AVE

PARKER ST

FIELD ST

GREENLEAF ST

TAVERN RD

FIELD ST

LEON ST

FORSYTH ST

RUGGLES ST

EDGWAY ST

NORTHEASTERN UNIVERSITY - RUGGLES STREET

Parcel Size: 350,000 sq. ft. (8 acres)

Parcel Owner: Northeastern University

Current Uses: Surface parking, N.U. Maintenance,
Student

Potential Development Program: Development of 850,000 sq. ft. of student housing, parking, academic, research.

Current Zoning: M-1, H-2

Proposed FAR: 2.1

Development Constraints:

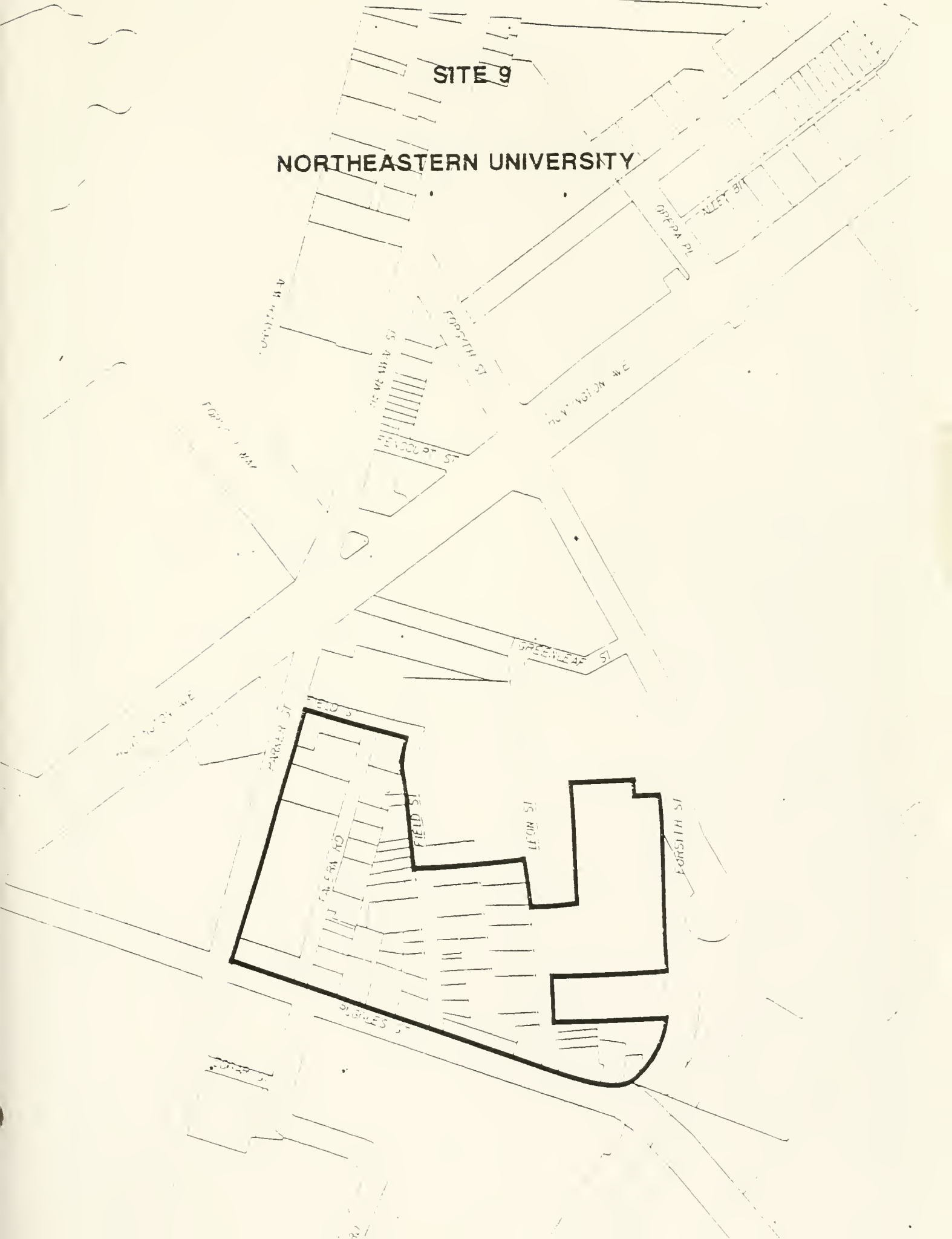
- Soil Conditions
- Concerns of abutters including Wentworth Institute, Mission Hill Extension, St. Cyprians Church

Development Advantages:

- Proximity to Ruggles Center
- Proximity to proposed circumferential transit route and the LMA.
- Expansion needs of N.U. and Wentworth and geographical proximity of each.

SITE 9

NORTHEASTERN UNIVERSITY





PARKING LOTS/GARAGES

FENWAY/KENMORE/MISSION HILL

Institutional
Public
Private
Residential

PARKING LOTS GARAGES

SEMI-ANNUAL REPORT

Industrial
Federal
Private
Residential

CROSTOWN PARKING SUPPLY

1991

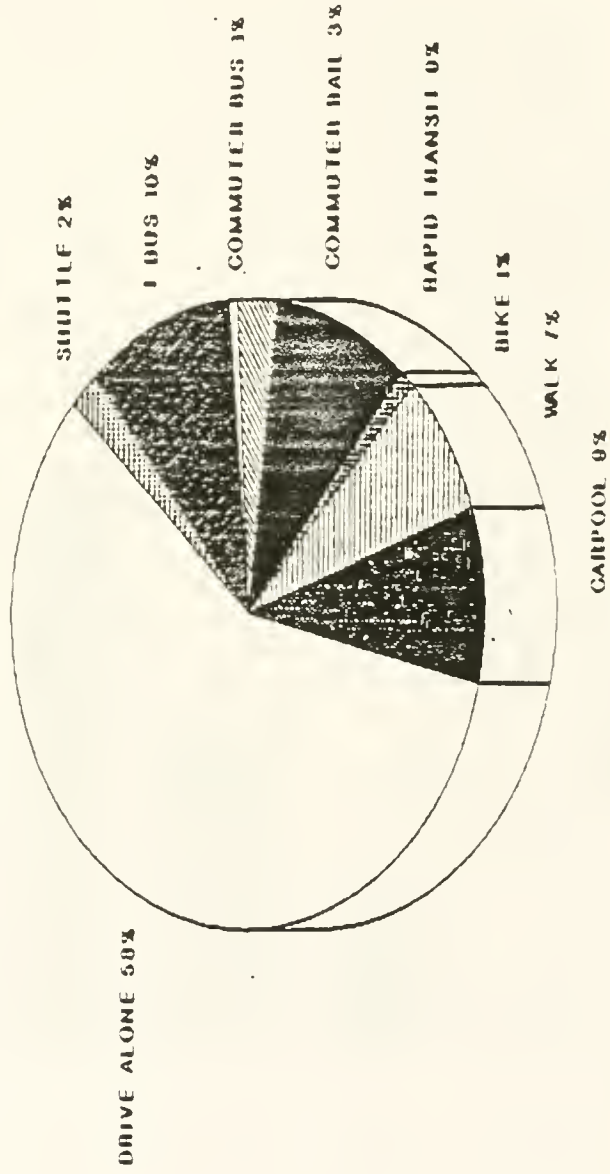
<u>Total Spaces</u>	18,439	(100%)
Garages	8,910	(48%)
Surface Lots	9,529	(52%)

Spaces/Use

Institutional	13,727	(74%)
Medical	10,451	(76%)
Other Institutional	3,276	(24%)
Residential	1,058	(6%)
Public	2,409	(13%)
Private	<u>1,245</u>	(7%)
Total	18,439	(100%)

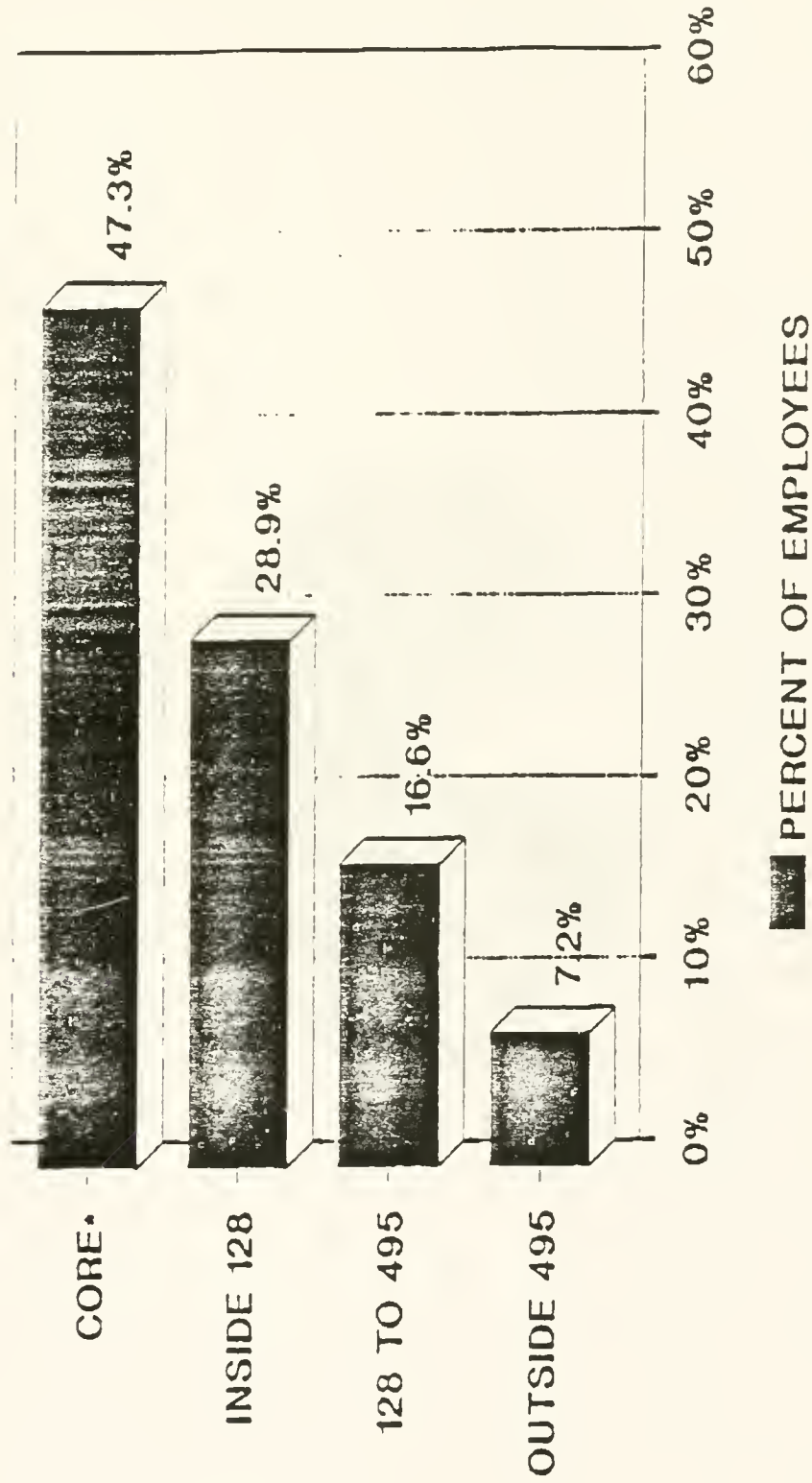
MASCO TRANSIT PATTERN EMPLOYEE SURVEY OF
MEDICAL AND EDUCATIONAL INSTITUTIONS

Employee Mode Split Medical Institutions



Source: Based on Employee Surveys 89-90

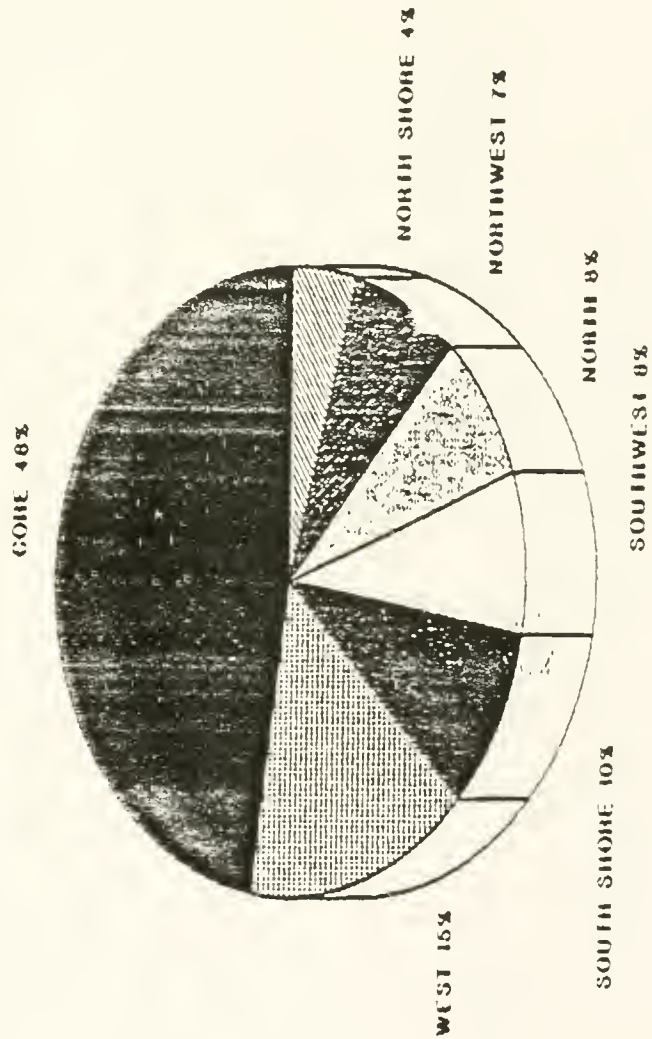
Employee Commute Distance Medical Institutions



Source: Based on Employee Surveys 89-90
* Core- Boston, Cambridge, Somerville



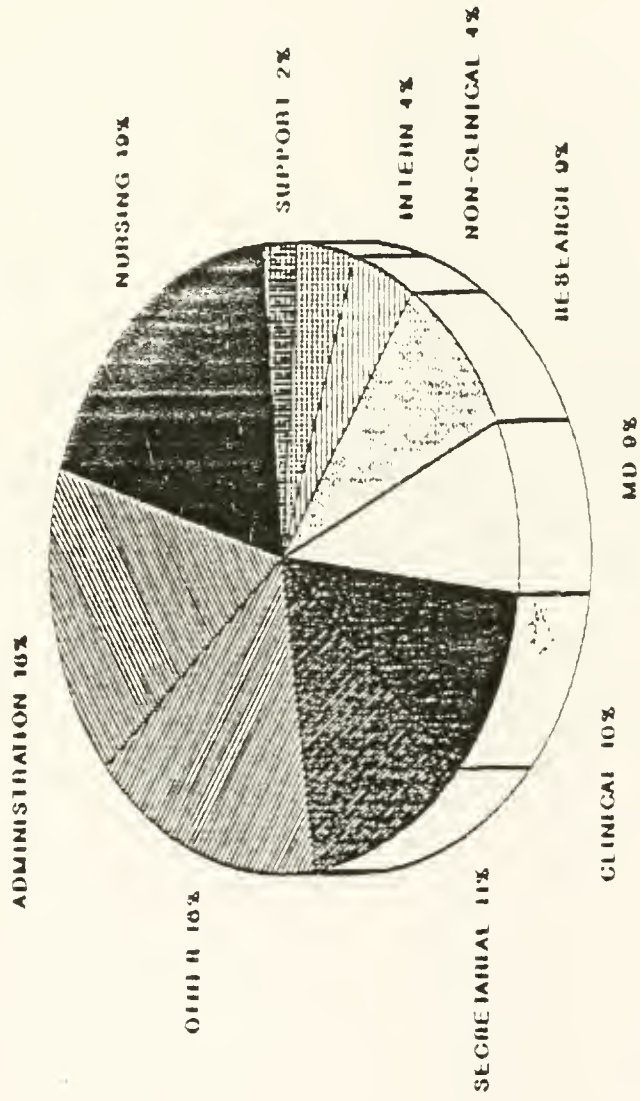
Employee Commute Origin Medical Institutions



Source: Based on Employee Surveys 89-90



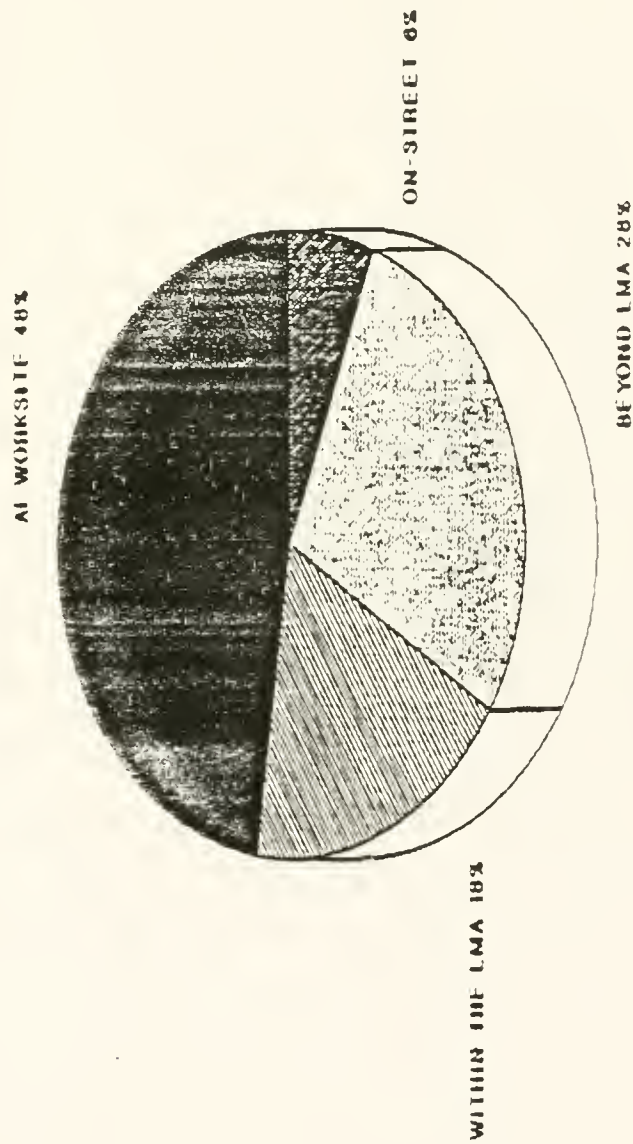
Job Classification Medical Institutions



Source: Based on Employee Surveys 89-90

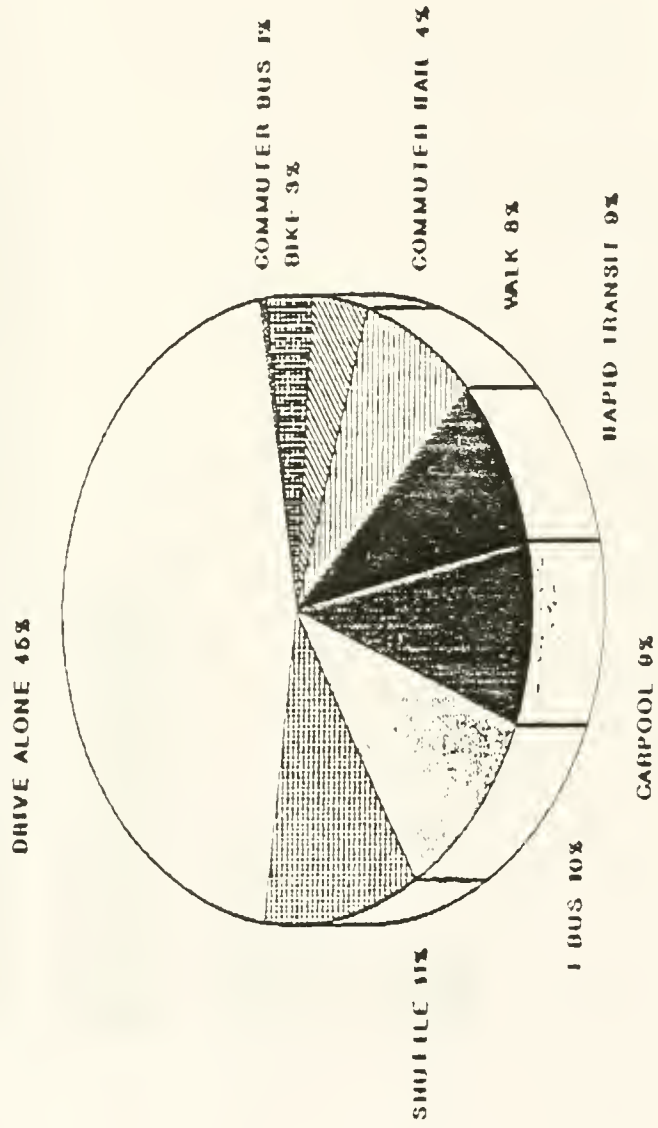


Location of Parking Medical Institutions



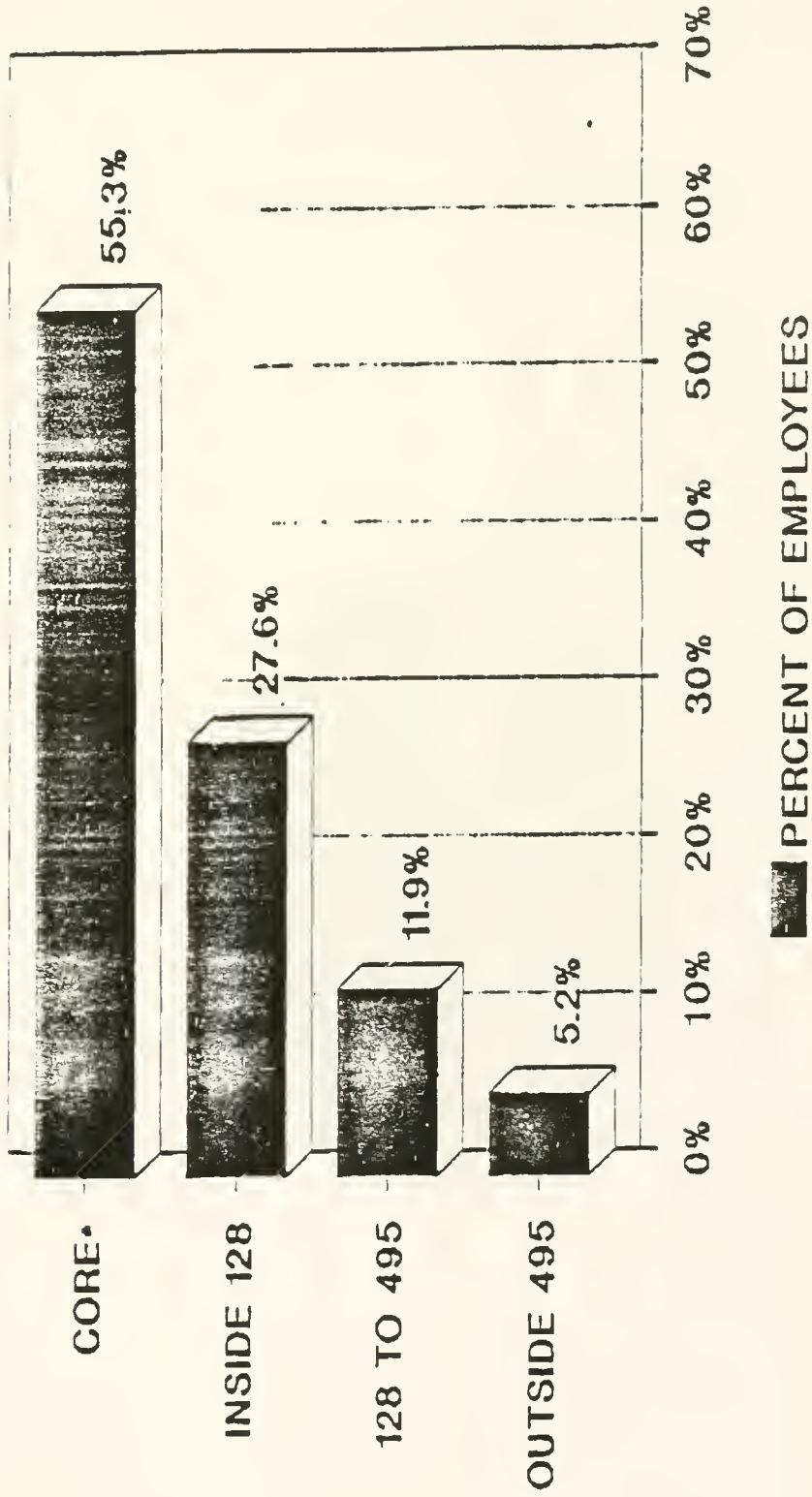
Source: Based on Employee Surveys 89-90

Employee Mode Split Educational Institutions



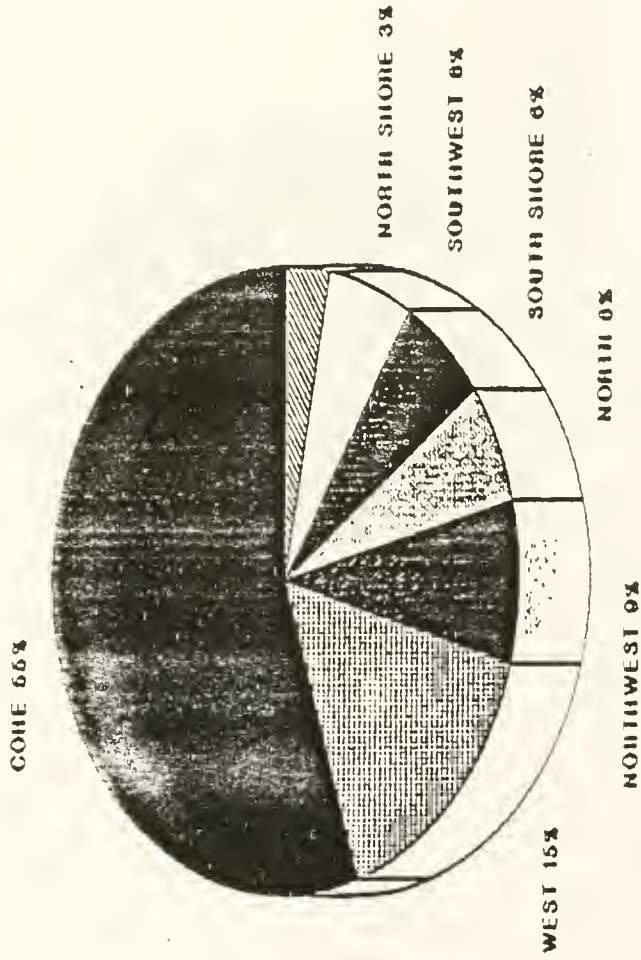
Source: Based on Employee Surveys 89-90

Employee Commute Distance Educational Institutions



Source: Based on Employee Surveys 89-90
• Core - Boston, Cambridge, Somerville

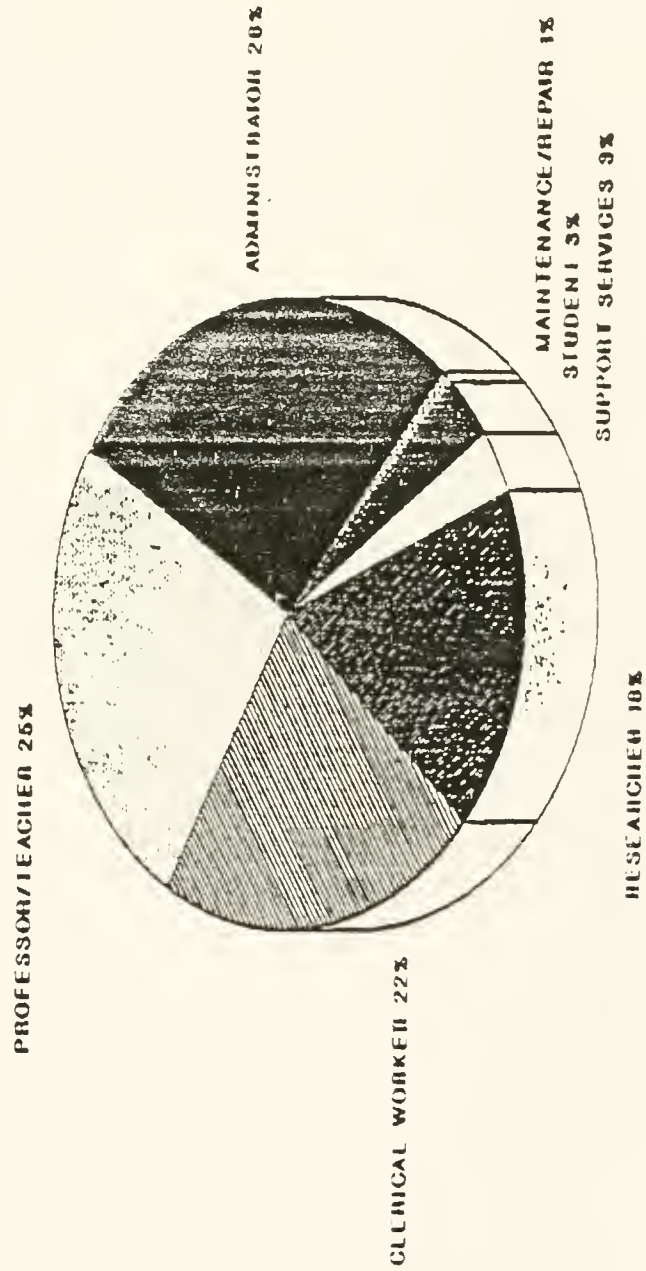
Employee Commute Origin Educational Institutions



Source: Based on Employee Surveys 89-90

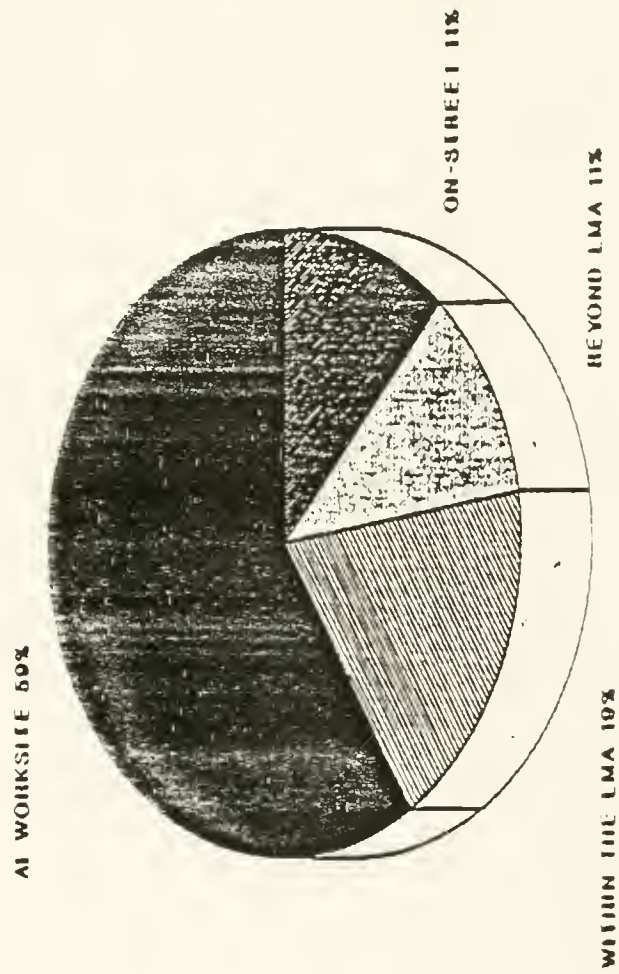


Job Classification Educational Institutions



Source: Based on Employee Surveys 89-90

Location of Parking Educational Institutions



Source: Based on Employee Surveys 89-90



PARKS: AN URBAN OPEN SPACE PLAN, 1987

VOLUME I - THE PLAN

Neighborhood Profile
Fenway/Kenmore
Mission Hill/Jamaica Plain

VOLUME II - THE INVENTORY

Fenway/Kenmore
Mission Hill/Jamaica Plain

The Neighborhood

Bounded by Back Bay-Beacon Hill, the South End, Jamaica Plain, Allston-Brighton, and the Town of Brookline, this neighborhood functions in many ways as the hub of activity and travel in the city. Serving as an entrance to the City and home to many new arrivals, this area shows signs of diversity and change.

Housing

Fenway-Kenmore is a neighborhood of rental apartments. Although condominium conversions are on the rise, few of the area's 13,000 housing units are owner-occupied. Residential turnover in this neighborhood is the highest in the City, vacancy rates the lowest, and rents above average. The great demand for apartments can be attributed to the neighborhood's proximity to downtown and local universities.

The majority of the area's structures are brick or stone, multi-unit structures constructed on average over 50 years ago. There is little room for private yard space among these buildings, so residents must and do rely on nearby public open space.

Demographics

Fenway-Kenmore has a younger population than most other neighborhoods in the City, and the presence of the universities and nature of the housing stock suggest that a younger population will continue to predominate. With a median age of 24.7 years and a remarkable 73 percent of the population between 15 and 34 years, open space needs are reasonably clear. The focus should be on facilities to accommodate active recreation.

The relatively low median income for the area may be attributable to both the large student and immigrant population in the area and to the number of persons employed in nearby service industries and commercial enterprises. The unemployment rate for the neighborhood is much lower than across the city because of the abundance of trade and service trade positions.

Open Space

Fenway-Kenmore is one of the smallest neighborhoods in the City, with a total land area of just 966 acres. Density levels are among the highest in the City, with close to 32 persons per acre. Most of the neighborhood is well served by open space, but there are sections in the northwest which are in need of additional space. The neighborhood's large concentration of colleges, universities, hospitals, museums, and theaters include several parcels of private open space. Colleges and universities have most of this space, but because these parcels are not publicly accessible, they are not included in the calculation of space available to residents for outdoor recreation.

Fenway-Kenmore's open space inventory includes: 12 City-owned parks, the Christian Science Plaza, four park-like squares, a field house, a YMCA, four school play areas, and two community garden sites. The central links to the Emerald Necklace bisect the neighborhood, representing over 40 acres of undevelopable parkland.

Parks and Playgrounds

Maintenance and security in open space areas are major concerns of neighborhood residents. The other major concern is the obvious absence of active recreation facilities such as basketball courts, tennis courts, softball and football/soccer fields.

The neighborhood's unifying characteristic is its large concentration of young adults. In other neighborhoods where certain types of outdoor recreation is deficient, bordering neighborhoods may offer nearby alternatives. In Fenway-Kenmore's case this is not a solution to the lack of ball courts and fields. Back Bay-Beacon Hill and Allston-Brighton offer no substitutes within a reasonable distance of Fenway-Kenmore.

Many of the neighborhood's residents are students at local colleges and universities and as such have access to their indoor and outdoor recreation facilities. The remainder of area residents, however, must use the facilities at Lee Playground in the Fens. The facilities in Lee include: two basketball courts; a running track; a baseball field; a soccer/football field; and a softball field. With the exception of school playgrounds, the only other site in the vicinity with an area for sports play is the half basketball court at Edgerly Road Playground.

The shortage of play facilities in the neighborhood is an issue that carries special significance because of the need for a greater balance between active and passive recreational spaces in Fenway-Kenmore.

The fields and courts at Lee Playground are used quite heavily by residents and sports leagues. The intensity of the use is apparent in the wear on the turf and the seemingly constant activity on the courts.

Institutions such as Wheelock College, Boston University, Northeastern University, Emmanuel College, and Simmons College hold the key to additional community recreation facilities. These institutions actually use City parks and playgrounds as an extension of their campuses, putting a greater strain on already over used facilities. Indoor facilities are lacking in this area, with just one YMCA servicing the neighborhood. City discussions with governing bodies of these institutions should focus on agreements to provide access to existing indoor facilities or plans for creating new outdoor game courts and/or ballfields for



public use on land owned by these institutions. The creation of new open space or the opening of at least some of the existing facilities for use by residents would represent some real benefit to the neighborhood and to the City as a whole.

The distinction between parks and playgrounds and passive spaces is not as distinct in Fenway-Kenmore as in other neighborhoods because there are so few designated formal play areas. Passive spaces for quiet enjoyment, informal play, walking, jogging, cycling, and even gardening dominate the neighborhood open space resources.

Community issues and professional evaluations concerning these spaces can be grouped into several categories including public safety, maintenance, and design.

The Back Bay Fens extend from the Charles River outflow by Charlesgate to the Muddy River/Riverway in Jamaica Plain, dividing the neighborhood in half lengthwise. The original Olmsted design has suffered from abuse and has had to adapt to a changing neighborhood and changing park use patterns. Inconsistent maintenance in the past has resulted in deterioration. The most striking feature of the landscape is no longer the well-designed waterway and carefully selected plantings, but instead the curtain of 13- to 15-foot reeds (*phragmites communis*) that envelops and chokes the water course from the Museum reflecting pool to Charlesgate. There is some natural beauty to these towering plants, but they are not native to the region and, in addition to their disruptive effect on the water flow, they create a visual barrier.

The Fens, the Muddy River/Riverway, and Kenmore Square are areas where crime has deterred public use. This neighborhood is one of the most pedestrian-oriented sections of the City. These open spaces (as well as others such as the Christian Science Center Plaza, Evans Way, Forsythe Park, and Westland Avenue Gates) are major routes for local pedestrian traffic.

Overgrown trees and shrubs, dark monuments and towering phragmites obstruct views on and near pathways which are themselves poorly illuminated. The eradication of the phragmites, the aggressive management of trees, the spotlighting of certain monuments (such as the War Memorial), and improved lighting along pathways should help to reduce the incidence of crime in these areas and instill a greater sense of security among those who in the past have been reluctant to enter, especially after dusk. Enhanced police patrol in and around these parks should also help to dispel the general perception that these spaces are unsafe.

The design of parkland and the character of the space should respond to the surrounding environment and reflect community concerns and needs. Some adjustments to original design concepts are evident and some are less conspicuous. The area which once framed the Necklace has changed and so have attitudes towards play and transportation. Forsythe Park, Evans Way, and Westland Avenue Gates were designed as major entrances to the Fens, serving to welcome



and guide visitors. These sites are in fair condition, requiring regular maintenance and some alterations to planting and path systems. They can again serve as entrances, but should be redesigned to take into account barriers for pedestrians crossing from these parks into the Fens. Redesign to improve and highlight access to this section of the Necklace would include the completion of a foot-bridge located near the Garden entrance to the Fens and the design of a new Longwood entrance to the Riverway.

Designed and built by one of Olmsted's most famous disciples, Arthur Shurtcliff, the Rose Garden in the Fens was one of four such gardens in the City, and the only one surviving to this day. Again cited as an intrusion into the original Olmsted design, this garden is well maintained and serves as a source of community pride. Its disruption of the original Olmstedian landscape is minimal when compared to the beauty and contrast the garden offers. Suggested improvements to the site include the installation of lights and trash receptacles, and the possibility of a new entrance to the shrubbery enclosed garden. As with any other improvement to public open space, community involvement to determine the type, direction, and scope of the project is essential.

Fenway-Kenmore may have a larger transient and therefore less stable population than other neighborhoods, but community involvement in open space issues is at least as strong as it is in other, more established residential areas. Community groups have organized around land uses or activities such as gardening, softball, and day care. Renovated under the City's grassroots recovery program, the playground at Edgerly Road is a local model for community participation. Neighborhood residents and the Fenway Community Development Corporation (CDC) have worked as partners with the City to create a new and certainly improved play area on this relatively small lot. Local residents and members of the Kenmore Association have worked with the Parks Department and MBTA for the recovery and redesign of Kenmore Square and Charlesgate West once MBTA construction on site is completed. Like the abutters to Symphony Community Park, or residents near Forsythe Park, or the Fenway Community Gardeners at the Victory Gardens in the Fens, community groups in this neighborhood have shared more in the maintenance, management, and security of their parks than any other neighborhood in the City. The Parks Department will continue to foster such partnerships to create a greater sense of a coordinated and planned open space system in the area.

Trees and shrubs cover more open space in this area than in others because of the prominence and model of the Olmsted landscape. A program of tree care to preserve these precious natural fixtures is needed, especially along busy streets where the trees serve to relieve the often oppressive urban landscape. As part of the Olmsted recovery initiative and the plan of action for the Parks Department's new administration, tree care will be addressed on a regular basis for the first time in decades.



Pruning and trimming of dead and hazardous or overly obstructive limbs is the first order of business. Guy wires used to stabilize young trees choke and restrict growth of maturing trees and should be removed, especially at Lee Playground. Tree care at Forsythe Park and Edgerly Road Playground would improve the appearance of these sites.

New plantings along street lines will commence in the fall of 1987 as a part of the City's new tree planting program. Kenmore Square and Commonwealth Avenue will benefit from the planting of new shade trees on median strips and along street lines. New plantings will also help direct pedestrian traffic and reduce the harmful effects of worn or undesignated paths in grassy areas. Parks such as Evans Way and Westland Avenue Gates would be improved as entrances to the Fens—and parks in their own right—with carefully placed trees and shrubs.

Access to parkland is an issue in this neighborhood because of limited parking facilities and the disruptive presence of several busy roadways. Most of this area's open space is within walking distance, but improved access across busy streets for wheelchairs, bicycles, and pedestrians should be examined. Traffic signals and designated foot paths could be improved to better accommodate persons entering the Fens, which because of heavy vehicular traffic has become somewhat like an island.

In the recovery of the Olmsted parks, passage along the park route has become an important issue. With the planned improvements to the water course, the possibility of reviving restricted recreational boating along the Muddy River has been discussed. A substantial engineering study is necessary of this and other options, including: the correction of the water flow from Jamaica Pond; the dredging of ponds; the removal of restrictive pond growth; and the restoration of the Sears/Kenmore link.

Transferred by the Park Commissioners to the Sears Roebuck Corporation in 1954, the Sears/Kenmore link has interrupted water flow and pedestrian traffic from the Fens to the Riverway, severing the Necklace. Recovery by the City to mend the Necklace and facilitate movement along this beautiful park system is being considered.

Another link lost to industrial development was the connection to the Charles River Embankment from the Fens, closed to many because of the complicated pattern of roads along Charlesgate and over Storrow Drive. As a part of the Olmsted restoration project, the pedestrian and bicycle access system should be improved to link these very important neighborhood and regional resources.



Community Gardens

Another park use unique to this area, and suggestive of a more stable population than statistics reflect, is community gardening. Usually found on formerly vacant lots and organized by small community groups, community gardening in an urban setting in many neighborhoods is only a recent development in the wake of urban renewal projects. One such garden exists on Symphony Road. Designed and built by the BRA in cooperation with neighborhood residents, this garden is subject like other such lots to market pressures for development.

The Fenway Victory Garden, located in established parkland, is both the largest and the oldest community garden in the City. Organized as a part of the war effort in 1943 to offset the need to send food to troops overseas, more than 19 of Boston's parks including the Boston Common served as 'victory garden' sites. Only the Fenway garden has survived.

The garden is nationally known by gardeners and revered by community garden groups throughout the country as the 'grandfather' of the community gardening movement today. This 400 plot garden has an appearance which reflects the diversity of the gardeners and the unity of their resolve. This garden is well managed and maintained and available for new enrollments. Surviving over 45 years, this garden is more than an accepted variance from a typical park landscape; it is a well established community resource.

Goals and Objectives

Fenway-Kenmore's open space goals include improved maintenance and security; the establishment of new play facilities; capital improvements; programming; and improved access to and through parkland.

Maintenance and Security

Improve trash collection, grass mowing, and the repair of park furniture throughout the neighborhood's parks and playgrounds.

Improve tree care in neighborhood parks including pruning in the Emerald Necklace, removal of guy wires at Lee Playground, and the correction of damaging erosion at Edgerly Road Playground.

Improve lighting along park paths, reduce the dark and hidden areas (especially those caused by unchecked phragmites growth); and improve park police patrols to make places such as the Fens safer for pedestrian travel.

Insutute a comprehensive and well coordinated maintenance system for the Emerald Necklace and contributing park entrances.

Establishment of New Play Facilities

Given the age of the population and the shortage of adequate game courts and ball fields in the area, investigate land for the establishment of a new multi-purpose playground. Focus on the area between Commonwealth Avenue and Boylston Streets.

Capital Improvements

Continue working with community groups to best determine the nature, location, and scope of capital improvements to public open space.

Through the Olmsted Historic Preservation Program, work to restore the landscape to a functional level. Planners should keep in mind the importance of the balance between restoring the original design as built and recognizing the importance of facilities and activities added since.

Programming

Continue and expand the cooperation with the MDC to include system-wide recreation planning and educational programming.

Encourage the continued dialogue between community residents and organizers of sports leagues to minimize the disruption and conflict resulting from organized sports play.

Improved Access

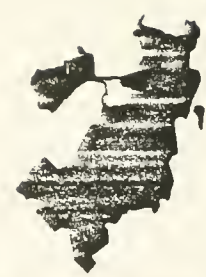
Recover and expand the access points to the Fens, especially through existing parkland such as Evans Way, Forsythe Park, and Westland Avenue Gates.

Continue with efforts to make these public spaces more accessible to the physically impaired.



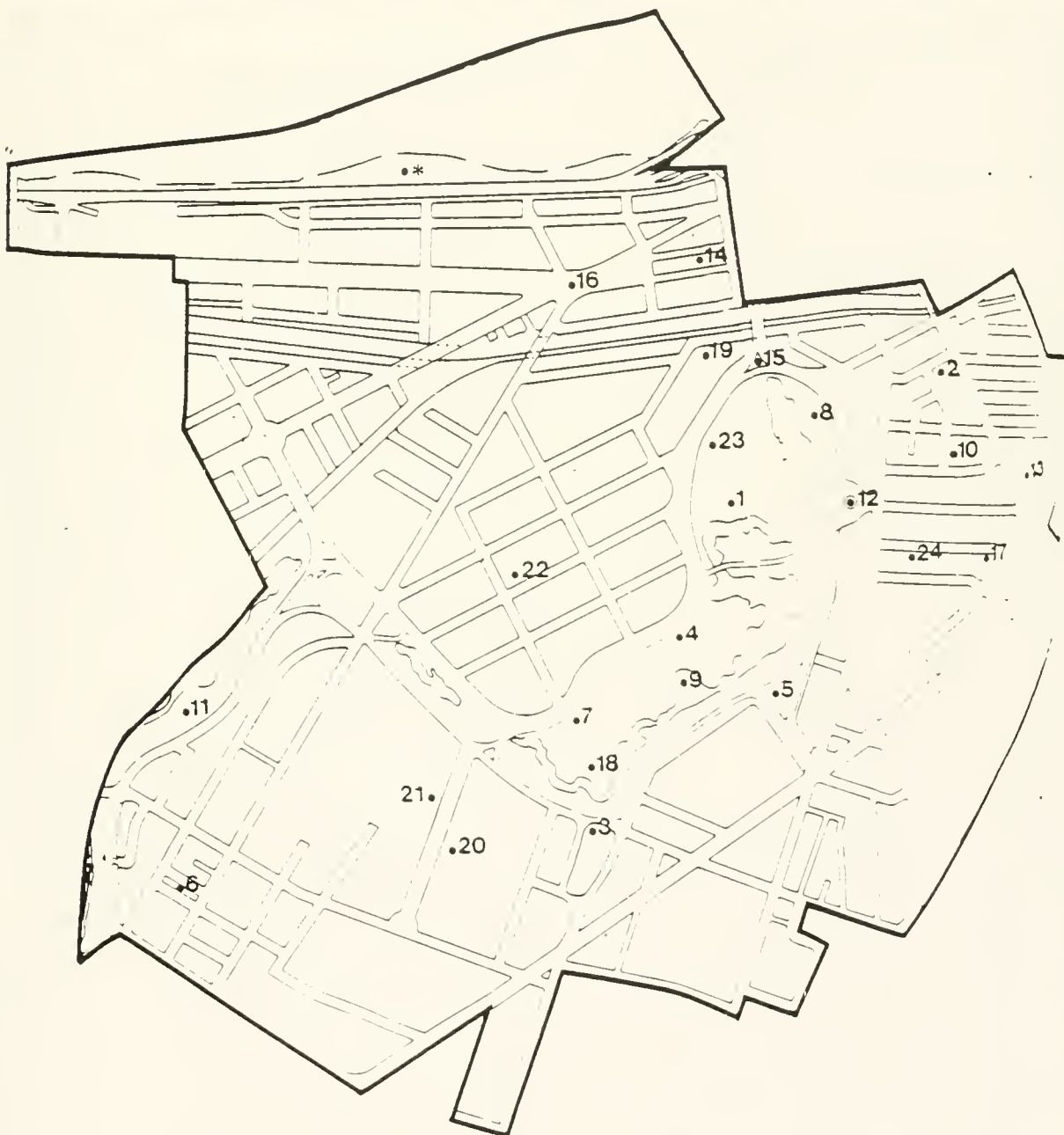
Neighborhood: Fenway/Kenmore

Map of Neighborhood's Open Space



Neighborhood

Map Key





Parks

- 1 Back Bay Fens
- 2 Edgerly Road Playground
- 3 Evans Way Park
- 4 Fens Rose Garden
- 5 Forsythe Park
- 6 Joslin Park
- 7 Lee Playground
- 8 Mother's Rest
- 9 Muddy River to the Fens
- 10 Symphony (Morville)
Community Park
- 11 Riverway
- 12 Westland Avenue Gates

- 21 English High
- 22 Milmore

Urban Gardens

- 23 Richard Parker Memorial
Victory Gardens
- 24 Symphony Road Garden

Parks (other jurisdictions)

- * Charles River Embankment
- 13 Christian Science Plaza

Squares

- 14 Charlesgate West
- 15 Gaston Square
- 16 Kenmore Square
- 17 St. Stephen Square

Recreation Centers

- 18 Back Bay Fens Field
House

School Playgrounds

- 19 Boston Latin Academy
- 20 Boston Latin School



Inventory

OS Map #	Name	Location (X Streets)	Acres	Zoning	Ownership	Facilities (For legend see pages 71-72)
Parks						
1	Back Bay Fens	Beacon St. to Brookline Ave.	113.19	H-1	Parks	Pathways; river; passive green space
2	Elderly Road Playground	Elderly Road & Haviland Street	0.11	H-3	Parks	BBC; P.A.; sl; timber; etc.
3	Evans Way Park	Evans Way & Fenway	1.95	H-2	Parks	L*; b-13; df; tr-5; passive green space
4	Fens Rose Garden	In the Fens (Park Dr. nr Yawkey way)	*	H-1	Parks	Pathways; flowers; f
5	Forsythe Park	Forsythe Way & Fenway	0.99	H-3	Parks	M; L*; b; passive green space
6	Joslin Park	Joslin & Deaconess Roads	0.31	H-1	Parks	L*; b-11; flg; tr; passive green space
7	Lee Playground	Park Drive (in the Fens)	5	H-1	Parks	BBC-2; BBF; SBF; SF; T, M-2; L*; b-10; bh; df; tr-3
8	Mother's Rest	On the Fenway (near Muddy River)	.80	H-1	Parks	P.A.; sl; b; passive green space
9	Muddy River to the Fens	On Muddy River (parallel to Fenway)	*	H-1	Parks	River embankment; passive green space; paths; L*; b-12
10	Symphony (Morville) Community Park	Btwn Burbank & Norway Sts. along Elderly Rd.	0.5	H-3	BRA	P.A.; Community Garden
11	Riverway	Brookline to Huntington Aves.	28.22	H-1	Parks	River embankment; river; passive green space; b-18
12	Westland Avenue Gates	Westland Ave. & Fenway (in the Fens)	0.03	H-1	Parks	b-8; f; tr-4; M
Parks (Other Jurisdictions)						
*	Charles River Embankment	Soldiers Field Rd. & Storrow Drive	104.3	H-1	MDC	P.A.; bike path
13	Christian Science Plaza	Massachusetts & Huntington Avenues	*	B-2	Private	Reflecting pool; paved area; L*; Green Strip; planting

	Location (X Streets)	Acres	Zoning	Ownership	Facilities
Charlesgate West	Charlesgate West & Comm. Ave.	1.07	H-3-65	Parks	M;b;f;t;-2;currently under renovation
Charlesgate Square	Charlesgate West & Boylston St.	*	B-2	Parks	Passive green space
Comm Ave. Square	Comm Ave. & Beacon St.	0.13	B-4	Parks	Traffic intersection;MBTA bus & Trolley terminal
Stephen Square	St. Stephen Street & Symphony Road	0.002	H-3	Parks	b;small seating area; green strip
Centers					
Back Bay Fens Field House	In Lee Playground (Back Bay Fens)	N/A	H-2	City	(rr;offices;conference rms; counseling;education; function rms)
Playgrounds					
Boston Latin Academy	174 Ipswich Street	0.07	B-2	Fed. Gov.	(7-12);partially paved lot
Boston Latin School	Ave. Louis Pasteur	4.2	H-3	Schools	(7-12);partially paved lot;BBC
English High	Ave. Louis Pasteur	1.8	H-2	Schools	(9-12);partially paved lot;BBC
Milmore	Peterborough & Kilmarnock Sts.	0.8	H-2	Schools	(6-8);partially paved lot
Gardens					
Richard Parker Memorial Victory Gardens	Back Bay Fens(NW section)	32.13	H-1	City	Vegetables;b;trellis;f; flowers;wf;paths
Symphony Road Garden	Symphony Road	0.31	H-3	BRA	Vegetables;b-2;trellis;f; flowers;PA;tumb



Neighborhood Profile

Jamaica Plain

corridor and surveillance into the parkway. At the same time, the increase in traffic along Lawndale Terrace, Lamartine, Amory, Everett and Call streets has created access problems which should be addressed.

Jamaica Plain has several urban wild sites, most of which are privately owned. The neighborhood's 160 acres of woodland, meadows, and undevelopable rock slopes constitute an under-appreciated resource which should be preserved.

The urban wilds in Jamaica Plain are suitable for a conservation education or interpretive trails program in which the sites are introduced to the general public through the development of planned trails. The trails would help to engender a greater sense of appreciation for these wild reserves without disturbing the character of the sites.

Jamaica Plain contains a diverse variety of community gardens ranging from the Southwest Corridor Community Farm, with its educational programs and greenhouse, to the bountiful gardens at Bromley-Heath, to the smaller gardens on former vacant lots, and the new garden plots provided by the Southwest Corridor Project.

The new garden plots on the Southwest Corridor have stimulated a demand for community gardening which grows beyond the available space. There are several small lots in both Hyde Square and the area between the Southwest Corridor and Washington Street, some of which are City-owned. These should be examined to determine what land use, including community gardens, is most appropriate for the space. A recent report by the Jamaica Plain Community Planning Coalition, which developed guidelines for the promotion of community gardens in conjunction with residential and commercial development, concluded that the preservation of open space and the development of housing in the neighborhood are not in conflict.

Goals and Objectives

Jamaica Plain is a unique area, diverse in topography, housing, population, and open space. Future objectives for the improvements of the area's open space include maintenance and security, capital improvements, programming, and acquisition.

Maintenance and Security

Improve tot lots and play areas for small children by removing hazardous equipment and unnecessary pavement. The Mozart, Mission Hill, Beecher Street, and Pine Bank play areas are priorities.

Institute a turf maintenance program to repair and revitalize sports fields at Pine Bank, Daisey Field (Olmsted Park), and Mission Hill Playground.

Improve lighting and enhance street views into parks and playgrounds to curb the vandalism which has plagued Gibbons, Brewer-Burroughs, Murphy, and Rossmore-Stedman play areas.

Remove unnecessary barriers to entrances at parks and playgrounds including a redesign of the entrances at Jefferson and McLaughlin playgrounds; and the redesign of Murphy Playground's uninviting entrance. This includes making all public parks and playgrounds accessible to the physically impaired.

Continue to encourage community participation in the maintenance and management of neighborhood open space. Using the Beecher Street Park Partners Program as a local model, support community efforts to recover and maintain open space.

Institute a program of regular tree care, pruning and removing dead or damaged limbs especially along the Jamaica Plain portion of the Emerald Necklace, and in playgrounds such as Beecher Street.

Capital Improvements

The redesign and replacement of tot lots and play equipment should be the focus of capital improvements, given the substantial percentage of the population under 14 years and the heavy use and deteriorating condition of the neighborhood play areas. Among those requiring attention are the play areas at Beecher Street, Brewer-Burroughs, Mission Hill, Mozart Street, and in the South Street housing development.

Install vehicle barrier gates or bollards at the entrance points to playgrounds such as Jefferson and Mission Hill to abate the damage caused by unauthorized vehicles invading and damaging park turf and equipment.

Remove unnecessary pavement and replace it with sand, grass or other suitable soft surfaces at Rossmore-Stedman and South Street Mall.

Repair retaining walls (Murphy) and roadways (McLaughlin), and plant tree or hedge screens at Jefferson and Mission Hill playgrounds to improve the appearance of parks and playgrounds.

Programming

Encourage the establishment of more Park Partners to share the maintenance and management responsibilities for public spaces. Target spaces which are currently under-utilized, such as the South Street Mall.

Neighborhood Profile

Jamaica Plain

Encourage the extension of classroom and institutional programs to the parks, gardens, and urban wilds. Sites which are ideal for educational or interpretive programs include: McLaughlin, Pine Bank, Olmsted Park, Murphy (Agassiz School), Mission Hill (Tobin School) playgrounds, and urban wilds such as Hellenic Hill and Nazareth.

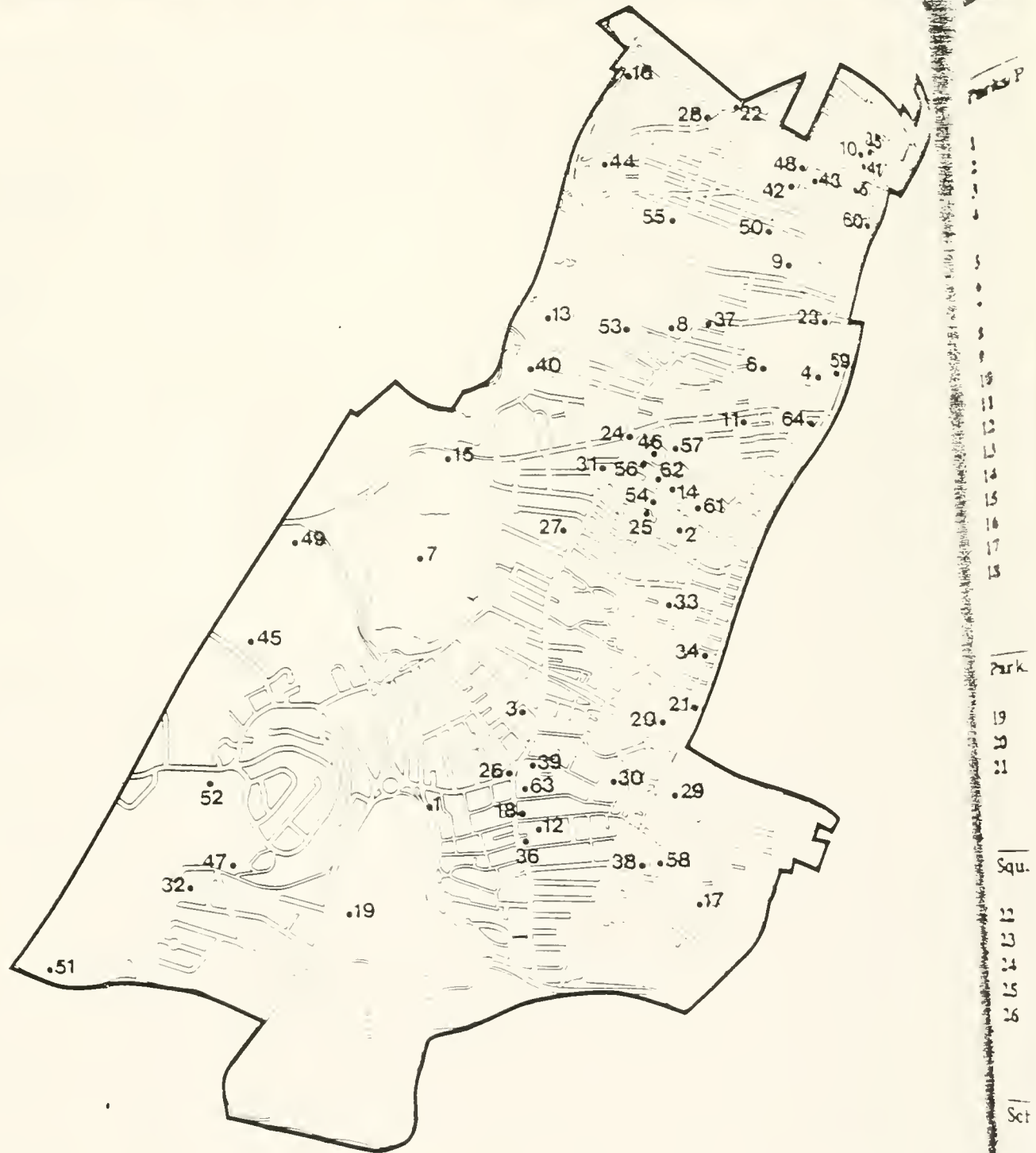
Acquisition

Investigate the reason for the apparent abandonment of the former site of Johnson Playground and consider recovery of the site for community use.

Determine the best location of easements to create new entrances to Jefferson and Mission Hill playgrounds.

Work with community groups to determine the best site for the development of additional community gardens in the housing developments in the Washington Street and Hyde Square areas.

Consider alternative land use controls such as outright purchase, cooperative agreement, or establishment of an open space zone to institute conservation restrictions on many of the area's urban wild sites.





Key

Playgrounds

	29	Fuller
	30	Jamaica Plain High School
1 Arborway		
2 Beecher Street Play Area	31	Kennedy
3 Brewer/Burroughs Tot Lot	32	Manning
4 Bromley-Heath Play-ground	33	Mendell
	34	Roosevelt
5 Gibbons Playground	35	Tobin
6 Horan Way Play Area		
7 Jamaica Pond		
8 Jefferson Playground		
9 McLaughlin Playground		
10 Mission Hill Playground		
11 Mozart Street Playground	36	Agassiz Community School
12 Murphy Playground		
13 Olmsted Park	37	Hennigan Community School
14 Paul Gore Street		
15 Pinebank Play Area	38	Jamaica Plain Community School
16 Riverway		
17 Rossmore/Stedman Park		
18 South Street Mall		

Community Schools

36	Agassiz Community School
37	Hennigan Community School
38	Jamaica Plain Community School

Recreation Centers

39	Curtis Hall
40	R.J. Kelley Rink
41	Mission Extension Recreation Center

Urban Wilds

42	Allegheny Street I
43	Allegheny Street II
44	"Back of the Hill"
45	Chapman
46	Cranston Street
47	Daughters of St. Paul
48	Harvard Quarry
49	Hellenic Hill
50	Judge Street
51	Lawrence Farm
52	Nazareth
53	Nira Avenue Rock
54	Oakview Terrace

55	Parker Hilltop
56	Rock Hill
57	Sheridan Hillside
58	Williams Street

Urban Gardens

59	Bromley - Heath
60	Mission Community Garden
61	Paul Gore/Beecher Street
62	#60 Paul Gore Street Garden
63	South Street BHA Gardens
64	Southwest Corridor Community Farm

Parks (other jurisdictions)

Arnold Arboretum
Johnson Playground
Southwest Corridor Park

Squares & Malls

Hanlon Square
Heath Square
Mahoney Square
Oakview Terrace
Soldiers' Monument

Playgrounds

Curley
Farragut



Neighborhood: Jamaica Plain

Inventory

OS Map #	Name	Location (X Streets)	Acres	Zoning	Ownership	Facilities (For legend see pages 21 to 23)
Parks						
1	Arborway	Prince St. to Franklin Park	17.39	S-3	Parks	Passive green space; (traffic median)
2	Beecher Street Play Area	Beecher, Gore, & St. Peters Streets	0.18	R-8	Parks	Undeveloped parkland; community gardens; BBQ; b-2; :b
3	Brewer/Burroughs Tot Lot	Brewer & Burroughs Streets	0.97	R-5	Parks	b-9; PA; tr-1; :sb; tumb; sl; sw
4	Bromley-Heath Playground	Larmartine Street btwn Centre & Heath Streets	*	R-8	BHA	*
5	Gibbons Playground	Sewall Street & Dell Avenue	0.1	L-1	Parks	sl; b-5; tumb
6	Horan Way Play Area	Horan Way	0.4	R-8	BHA	PA; sw; sl
7	Jamaica Pond	Jamaicaway, Prince, & Perkins Sts.	*	S-3	Parks	Passive green space; paved paths; M-2; L*; :f; b-49
8	Jefferson Playground	Heath, Crawford, & Floyd Streets	1.1	R-8	Parks	BBF; sw; sl; BBC-2; PA; L*; b-2; tb-2
9	McLaughlin Playground	Parker Hill & Fisher Avenues	11.54	R-8	Parks	SBF; LLF-2; BBC-2; L*; sl; tumb; bar; b-8; df-1; bl; scr; clb
10	Mission Hill Playground	Tremont & Smith Streets	2.75	H-1	Parks	LLF; PA; tr-2; tumb; bar; b-33; df; tb-7; bl-2; clb; bar
11	Mozart Street Playground	Centre & Mozart Streets	0.81	R-8	Parks	PA; L*; BBC; HB; b-17; df; tr-10; bl; sw; sl; clb; bar
12	Murphy Playground	Carolina Avenue & South Street	3.17	L-1	Parks	BBF; SBF; LLF; BBC-2; L*; b-25; tb-2; tr-3; bl
13	Olmsted Park	Jamaicaway & Chestnut Street	180	S-3	Parks	BBF; L*
14	Paul Gore Street	Paul Gore Street & Paul Gore Terr.	0.74	R-8	Parks	Undeveloped parkland; community gardens; b-2; :b



d: Jamaica Plain

Name	Location (X Streets)	Acres	Zoning	Ownership	Facilities
Bank Play Area	Jamaicaway & Willow Pond Road	*	S-3	Parks	SBF-2;L*;b-2;bl-2;df;tr-3
Arboretum	Brookline Avenue to Huntington Avenue	28.22	H-1	Parks	Paved path;passive green space;L*;b-28
Rossmore/Stedman Park	Rossmore & Stedman Streets	0.08	R-8	Parks	b-4;tb;tr
South Street Mall	South Street & Carolina Avenue	0.44	L-1	Parks	TC-2;L*;b-15;df-1;tb-2; tr;timb;sl

Other jurisdictions)

Arnold Arboretum	Centre St. & Arborway Ave.	265	S-3	Parks/ Harvard	Horticultural Center; nature walks
Johnson Playground	Green & Lamartine Streets	1.5	L-1	MDC	BBC;SHC;TC-20
Southwest Corridor Park	Jamaica Plain, Roxbury, & S. End	52	-	MBTA/ MDC	Tot Lots-20;BBC;SHC; TC-16;Bikepaths-5.7 miles;Comm. gardens-10 acres(95 plots)

Squares & Malls

Huntlon Square	Huntington Avenue, Tremont & Francis Sts.	0.04	B-1	Parks	M;L*;b-6;tr-1;flg;df
Heath Square	Old Heath, New Heath & Parker Street Sts.	0.06	R-8	Parks	Green space;traffic divider
Mahoney Square	Centre & Perkins Streets	0.07	R-5	Parks	L*;M;flg
Oakview Terrace	Off 424 Centre Street & Oakview Terrace	0.12	R-8	Parks	Rock outcropping; passive green space
Soldiers' Monument	South & Centre Streets	0.13	R-8	Parks	M-2;L*;flg;green space

OS Map #	Name	Location (X Streets)	Acres	Zoning	Ownership	Facilities
School Playgrounds						
27	Curley	Pershing Rd. & Centre Street	3.04	L-5	Schools	(K-5);(G);paved playground
28	Farragut	10 Fenwood Road	0.36	H-1	Schools	(K-5);paved playground
29	Fuller	25 Glen Road	0.44	R-8	Schools	(K-5);paved playground
30	Jamaica Plain High School	Btwn. Elm & Andrew Streets	5.21	R-5	Schools	(9-12);(G);passive green space;practice field
31	Kennedy	Bolster & Mozart Sts.	1.09	R-8	Schools	(K-5);partially paved playground
32	Manning	Louders Lane & Cabin Road	1.6	S-3	Schools	(K-5);paved playground;BBC
33	Mendell	164 School Street	0.56	R-8	Schools	(K-5);partially paved playground
34	Roosevelt	61 School & Dixwell Streets	1.06	R-8	Schools	(6-8);partially paved playground
35	Tobin	40 Smith Street	0.38	H-1	Schools	(K-5);partially paved playground
Community Schools						
36	Agassiz Community School	20 Child Street	1.43	L-1	Schools/Comm. Schools	(Counseling;Day Care;Senior Center;Education;Gym)
37	Hennigan Community School	200 Heath St. & Day St.	3.52	R-8	Schools/Comm. Schools	(Counseling;Day Care;Education;Open Gym;BBC;Pool)
38	Jamaica Plain Community School	Williams Street	0.6	R-8	Schools/Comm. Schools	(Day Care;Education;Open Gym;BBC)

OS Name	Location (X Streets)	Acres	Zoning	Ownership	Facilities	
Recreation Centers						
3	Curus Hall	20 South & Sedgwick Streets	N/A	R-8	Real Prop/ Comm. Schools	(Senior Center; Day Care; BBC; Pool; Gym)
4	R.J. Kelley Rink	Jamaica Way & Willow Pond Road	N/A	S-3	MDC	Skating; hockey rink
4	Mission Extension Recreation Center	68 Annunciation Road, Prentiss, & Parker Sts.	N/A	H-1	BHA/ Comm. Schools	(Open Gym; BBC; Day Care)
Urban Wilds						
6	Alleghany Street I	Alleghany, Alphonsus, & Pontiac Sts.	0.2	H-2	Private	Passive green space; rock outcropping
6	Alleghany Street II	Alleghany & Pontiac Sts., & Delle Ave.	0.97	H-2	Private	Woodland; rock outcropping
6	"Back of the Hill"	Colburn St.	8.0	L-1/ H-2	Private	Passive green space; sloping fields
6	Chapman	61-65 Rockwood St.	12.3	S-3	Private	Woodland
6	Cranston Street	Opposite 3 Cranston St.	0.2	R-8	City	Sloped hillside; passive green space
6	Daughters of St. Paul	Moss Hill Rd. & Louders Lane	11.62	S-3	Private	Pond; hillside
6	Harvard Quarry	St. Alphonsus & Alleghany Sts.	6.59	L-1/ H-2	Private	Passive green space; rock outcropping
6	Helene Hill	Perkins & Prince Sts.	35.6	S-3	Private	Hill; woodland; meadow; wildlife habitat
6	Judge Street	Calumet & Judge Sts., & Parker Hill Ave.	0.44	R-8	Private	Sloping meadow
6	Lawrence Farm	Allandale St.	25.88	S-3	Private	Woodland; meadow



1907 BSA REPORT

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REPORT

MADE TO THE

BOSTON SOCIETY OF ARCHITECTS

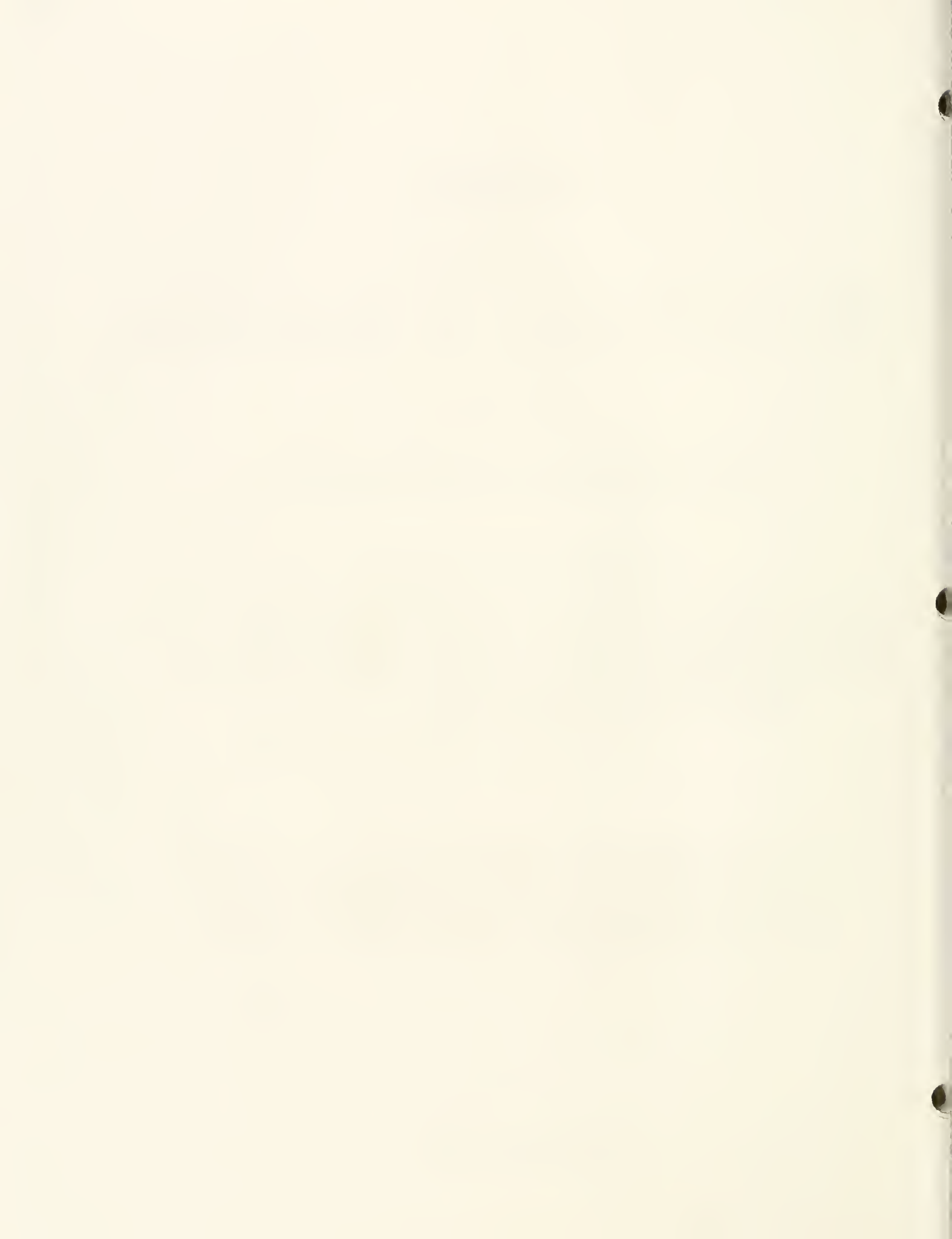
BY ITS COMMITTEE ON

MUNICIPAL IMPROVEMENT

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- THE BOSTON SOCIETY OF ARCHITECTS.
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THE suggestions offered herein are not endorsed, approved, or urged by the Boston Society of Architects or by any of the other associations who have joined in the expense of publishing this pamphlet. It is printed as an interesting study of subjects of public concern and in the hope that it may lead to fuller investigation by competent authorities into the subject of the municipal development of Boston.



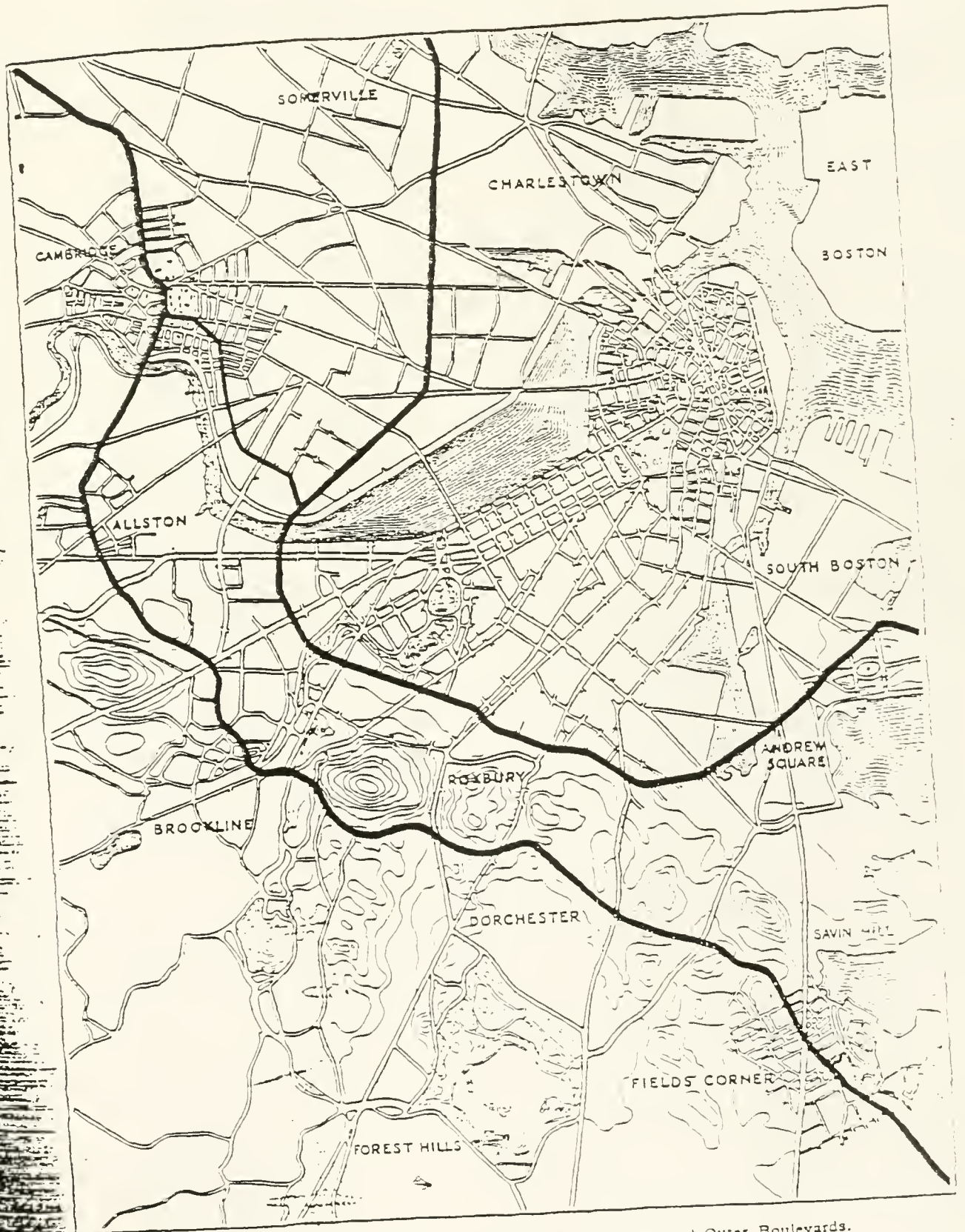
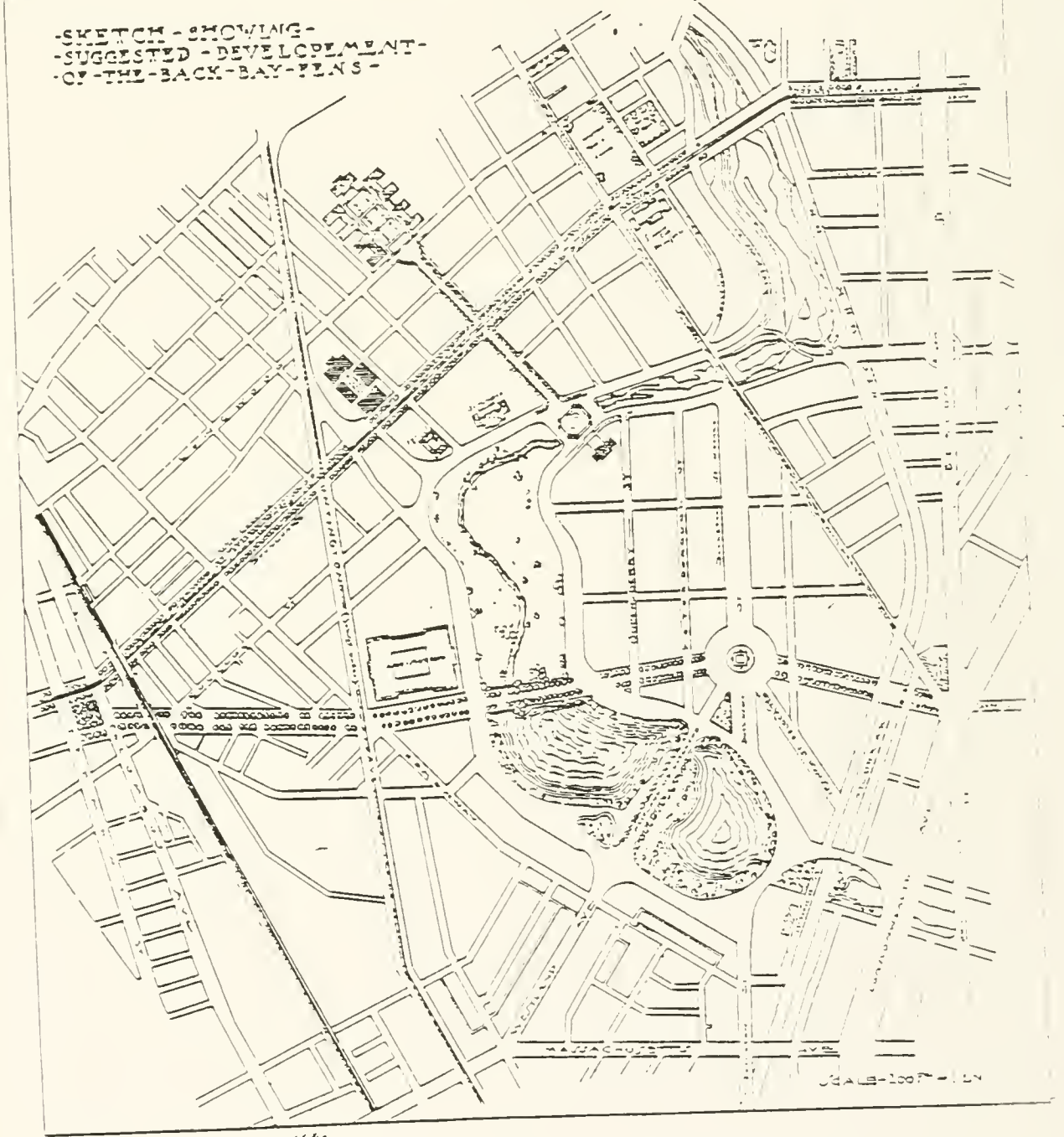


FIGURE 23. Diagram Showing Location of Proposed Inner and Outer Boulevards.

-SKETCH - SHOWING -
-SUGGESTED - DEVELOPMENT -
-OF -THE -BACK -BAY -FENS -



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FIGURE 15. Proposed Streets in the Fenway Neighborhood.



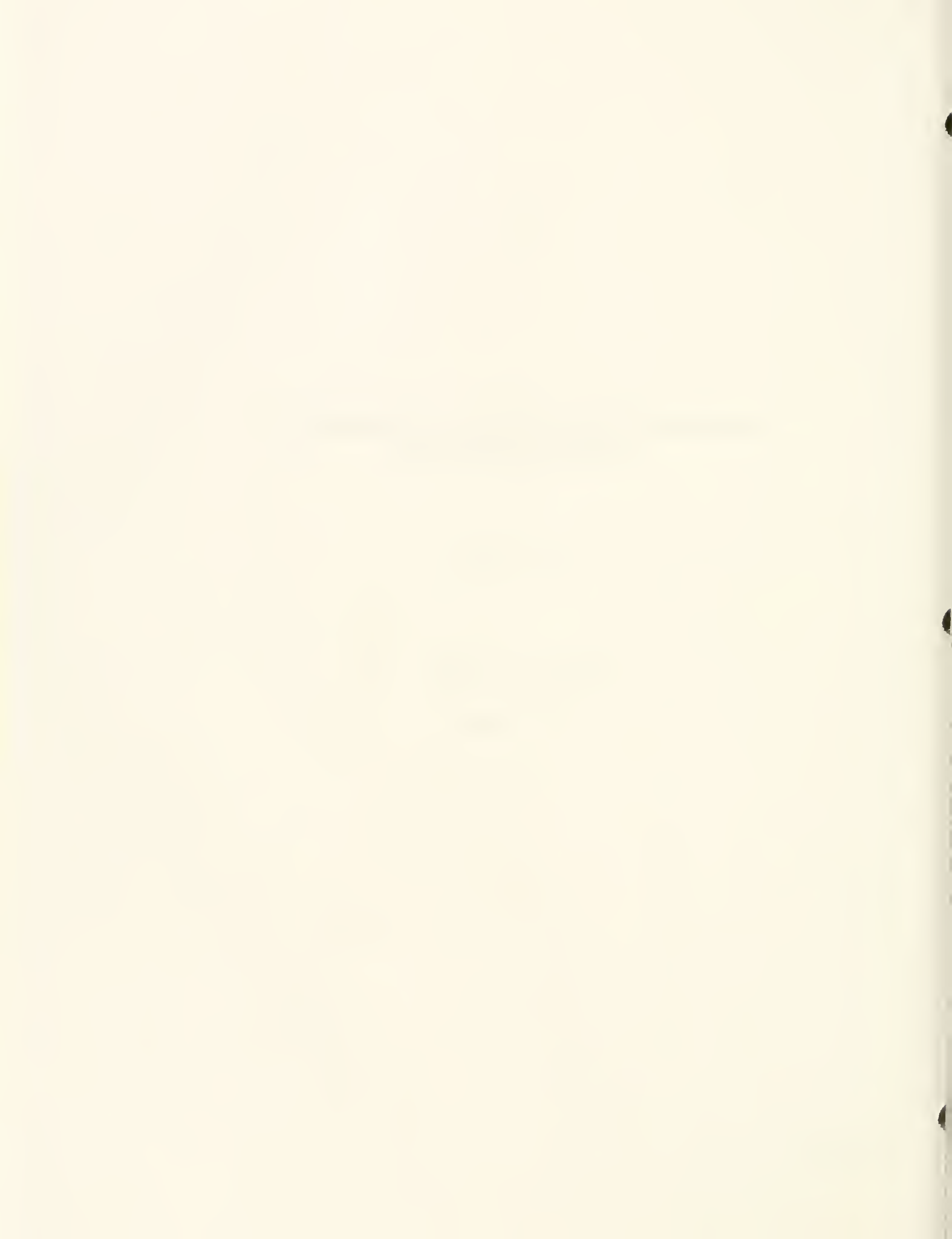


PARKER HILL/FENWAY GENERAL NEIGHBORHOOD
RENEWAL PLAN (GNRP)

June 7, 1963

Executive Summary

Draft Report



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ANALYSIS AND EVALUATION REPORT
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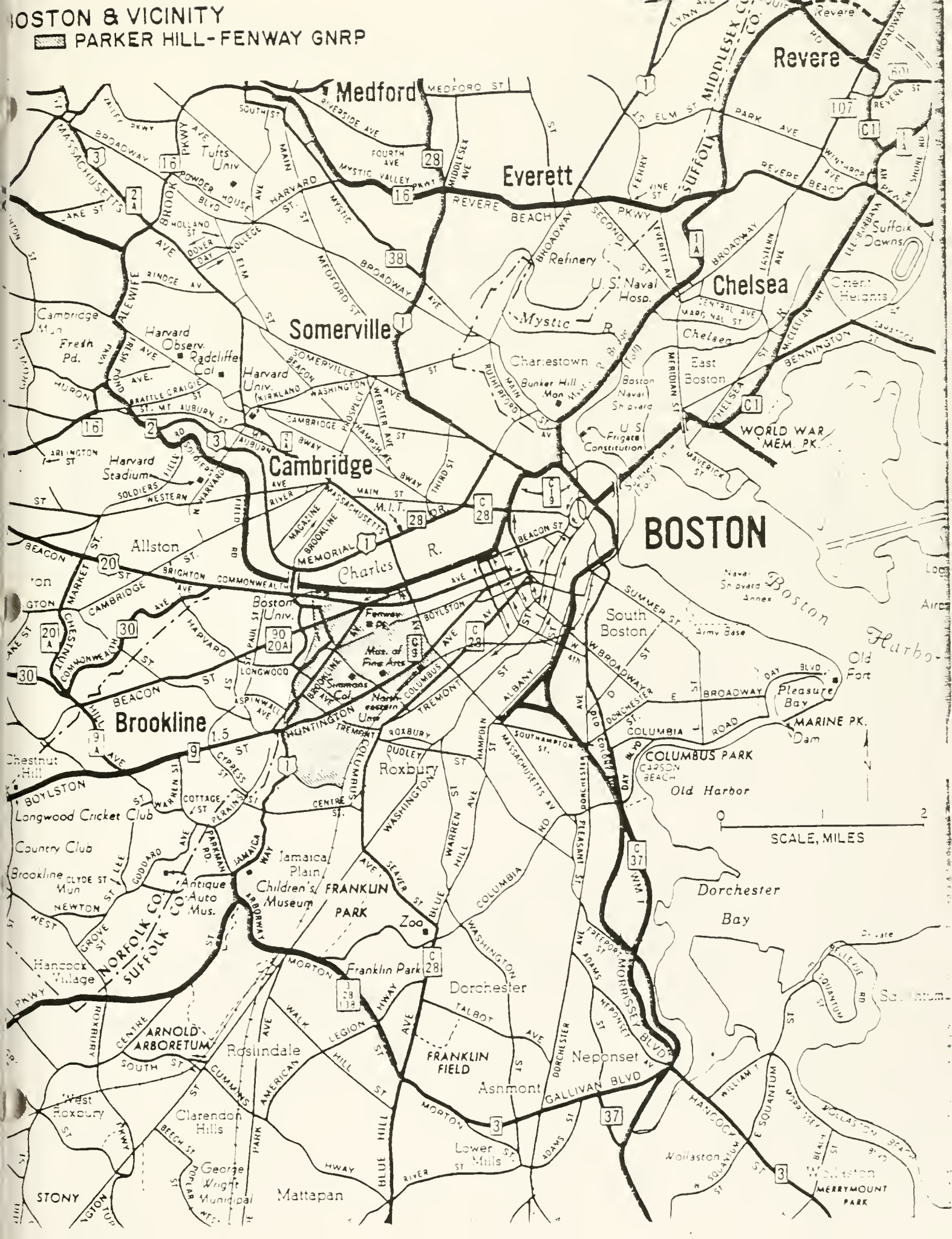
Prepared For
Boston Redevelopment Authority

June 7, 1963

Larry Smith & Company
420 Lexington Avenue
New York 17, New York

BOSTON & VICINITY

PARKER HILL-FENWAY GNRP





SUMMARY OF FINDINGS AND RECOMMENDATIONS

This is a brief summary of the principal findings and recommendations with regard to the analysis and evaluation of proposed land uses in the Parker Hill-Fenway General Neighborhood Renewal Area.

1. The proposed Fenway development plan would maintain the area's predominant institutional uses and provide specific limits to future institutional expansion which will tend to have a stabilizing effect on the surrounding neighborhoods. Although not called for in the Fenway plan, it is suggested that provision be made for maintaining or developing a small retail convenience center in Area 1A to serve the needs of the workers and students of the institutions in the project area west of Huntington Avenue.
2. Implementation of the Parker Hill development plan would create, to some extent, a reconstruction of the commercial and industrial land uses. Under the proposed plan industrial and commercial uses would be permitted only in Areas 2C and 2CF4 and commercial uses in 2CF2.

Such a redistribution of commercial facilities would appear to be adequate to meet the needs of the area's residents except for those in Area 2B. Because of the physical land characteristics in 2B and the distance to one of the planned commercial areas it is recommended that provision be made for retail and retail service facilities so located along Heath Street to serve not only the residents in 2B but also the employees of the Veterans Administration Hospital to the south of Heath Street.

3. The Kenmore development plan conforms basically to existing land use patterns and would concentrate primarily on strengthening and upgrading the area's predominantly commercial character. At the same time limits would be imposed on the expansion of commercial and institutional uses into residential areas. Implementation of the plan would contribute to the over-all stability of the GNRP and increase the desirability of the Kenmore area for commercial uses.
4. An analysis of the market absorption capacity for cleared land indicates:



- a. That the absorption rate for industrial land within the Parker Hill-Fenway GNRP cannot, on the basis of past trends and market activity, be forecast. However, it can be expected that the city's highway development program, the urban renewal process and other community action will make Parker Hill-Fenway industrial land desirable in the future. Thus, the marketability of land for industrial use will depend primarily on the characteristics of the parcels created, the amount of industrial land which will be made available in other project areas and the uses which will be allowed on these parcels.
 - b. The total opportunity for retail and retail service space in the Parker Hill-Fenway GNRP amounts to some 230,000 square feet. Since it is estimated that existing space of this type far exceeds that space warranted by the area's projected population, the ultimate demand for and absorption rate of new space will be determined by the amount of existing space that is cleared.
 - c. Because of the unique characteristics of the Parker Hill-Fenway GNRP an absorption rate for commercial office land use cannot be forecast. It would appear, however, on the basis of the existence of a large number of medical institutions within the GNRP as well as the relatively large number of conversions of private residences into professional office use which has and is occurring in the GNRP that one or two small professional building sites could be marketed in the area.
5. The type of urban renewal treatment to be applied in any given area in the GNRP will be dependent upon final policy decisions by the Boston Redevelopment Authority at the project level. In general, however, clearance would appear to be appropriate in those areas where: (1) land is to be made available for institutional expansion, (2) structures are unsound, (3) parking and expansion space is needed by existing firms, (4) retail and service space is currently overbuilt, thus preventing existing firms from obtaining sufficiently high sales volume levels per square foot to be able to maintain their facilities and structures.



In those areas designated for industrial use it is recommended that rehabilitation be applied wherever possible so as to provide space for those firms relocated out of other areas in the GNRP at rent levels which those firms can afford.

6. The city's tax base will be reduced in the short run as land currently in commercial and industrial use is cleared for disposition to institutional users. The extent of the tax loss, however, will be dependent, in part, on the availability of alternate space within the city at rent levels which the relocated firms can afford. Over the long run the upgrading of the GNRP through the urban renewal process will increase the city's tax base as land in the Parker Hill-Fenway GNRP becomes more desirable for an industrial or commercial location.
7. Land and floor space allocations in the Parker Hill-Fenway GNRP will depend upon the final planning of the area at the project level. In order to facilitate such planning, it is recommended that four separate studies be made within the concept of project area planning. These are discussed individually in the following paragraphs:
 - a. A market analysis of the retail and personal service needs of the area. Such an analysis should take into consideration not only the firms within the GNRP but also those in surrounding areas which would affect or be affected by developments within the GNRP.
 - b. It is recommended that a survey be made of the industrial firms which are to be relocated in order to determine their relocation needs and whether these needs can be met within the GNRP or the city of Boston. The results of such a survey can be used to determine the effect on the employment base in the GNRP should these firms relocate outside the city of Boston or go out of business.
 - c. A special survey should be made of the needs of Area 3A and the Kenmore Square area to determine the need for additional off-street parking facilities and land for expansion purposes by firms which will remain in these areas.



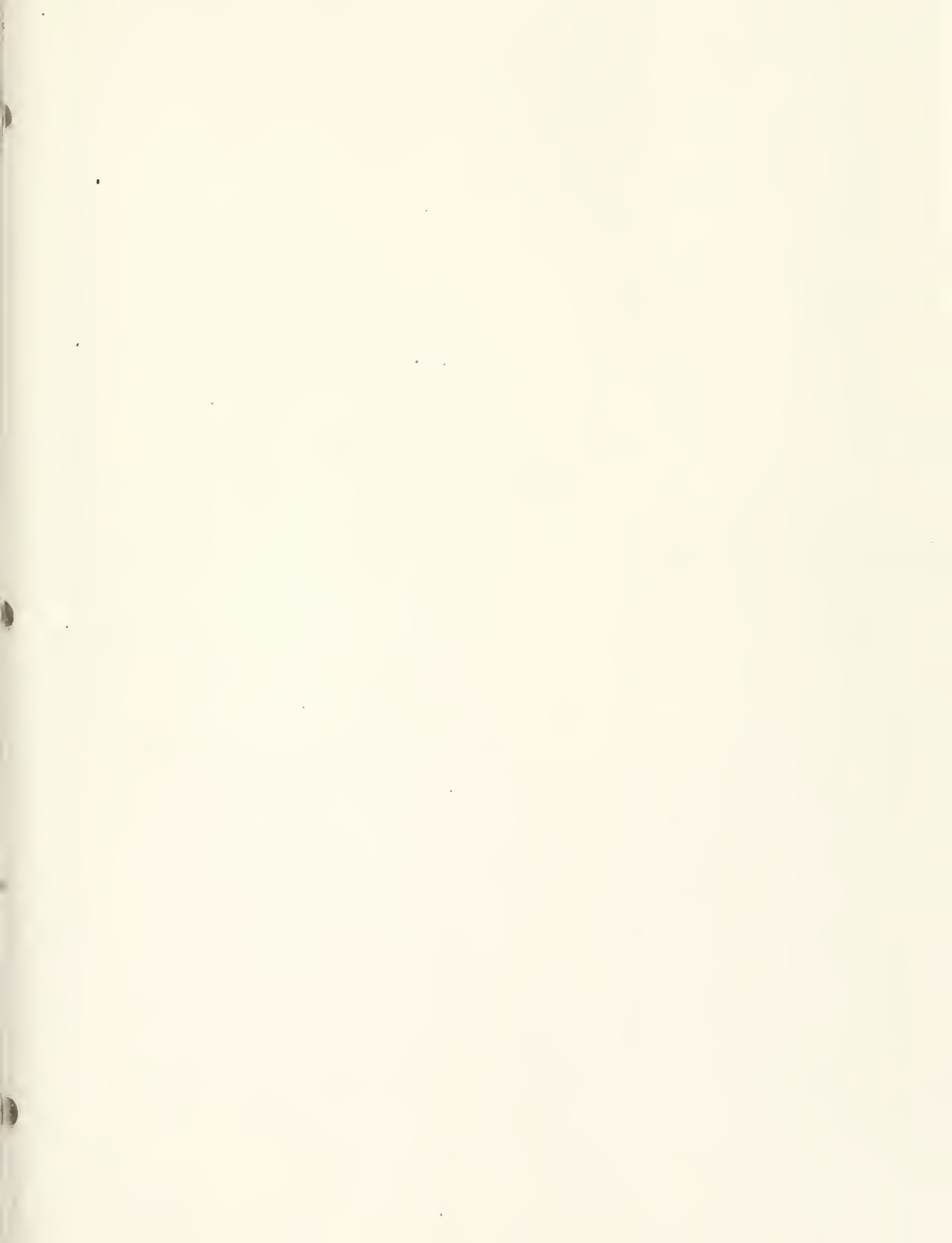
- d. It is suggested that a special housing study be made throughout the institutional areas in order to more firmly establish the number and especially the location of new housing units which will be introduced into the area by the several institutions involved. This information is needed particularly to establish the total demand for commercial retail and service establishments throughout the project area and the locations from which this demand can be most adequately served.
8. Analysis of three problem areas are of special interest to the Boston Redevelopment Authority in the Parker Hill-Fenway GNRP indicates that:

- a. The Kenmore Square area appears to be becoming a secondary commercial focal point with emphasis on commercial office space containing primarily distributive and business service establishments which do not require the prestige of a CBD location. It is therefore recommended that the urban renewal process in the Kenmore Square area should concentrate on providing necessary expansion space and parking facilities for existing firms, and to increase the desirability of the surrounding residential areas so as to strengthen the population base served by commercial establishments in the area.

The functions performed by "automobile row" on Boylston Avenue are a necessary part of the services that must be provided to the population of any city and appear to be a logical use in development Area 3A.

- b. The physical characteristics of Fenway Park are such that its usefulness as a structure ceases at such time as it can no longer perform the function for which it was built. It is therefore recommended that the structure be razed and the land used for parking or marketed for commercial or industrial uses when Fenway Park is no longer needed as a stadium.
- c. Insofar as it can be anticipated that Sears will leave their current facility on Brookline Avenue, it is recommended that the structure be studied for rehabilitation for light manufacturing and heavy commercial uses. It is believed that such a re-use would be feasible in terms of marketability and would result in the advantage of maintaining the tax base provided by the Sears Building.





BOSTON VISIONS COMPETITION

WEST BOYLSTON STREET





A UNIFIED BUSINESS DISTRICT
FOR THE
BOYLSTON STREET, BROOKLINE AVENUE, LANSDOWNE STREET AREA

EXECUTIVE SUMMARY

Prepared for
THE KENMORE ASSOCIATION, INC.

Prepared by
MELVIN F. LEVINE & ASSOCIATES, INC.

OCTOBER 1990

BOYLSTON STREET, BROOKLINE AVENUE, LANGDOWNE STREET AREA
FOR THE
A UNIFIED BUSINESS DISTRICT

EXECUTIVE SUMMARY

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OCTOBER 1980

A UNIFIED BUSINESS DISTRICT FOR THE
BOYLSTON STREET, BROOKLINE AVENUE, LANSDOWNE STREET AREA
EXECUTIVE SUMMARY

This report evaluates a series of Illustrative Development Scenarios and presents recommendations for land uses, development densities (F.A.R.), building heights, and parking requirements for the Boylston St., Brookline Ave, Lansdowne St. area (BBL) in Boston's Fenway/ Kenmore district for consideration by the Boston Redevelopment Authority (BRA) as it prepares to establish an Interim Planning Overlay District, or IPOD, for the temporary control of development in the BBL area while long-term rezoning is being studied.

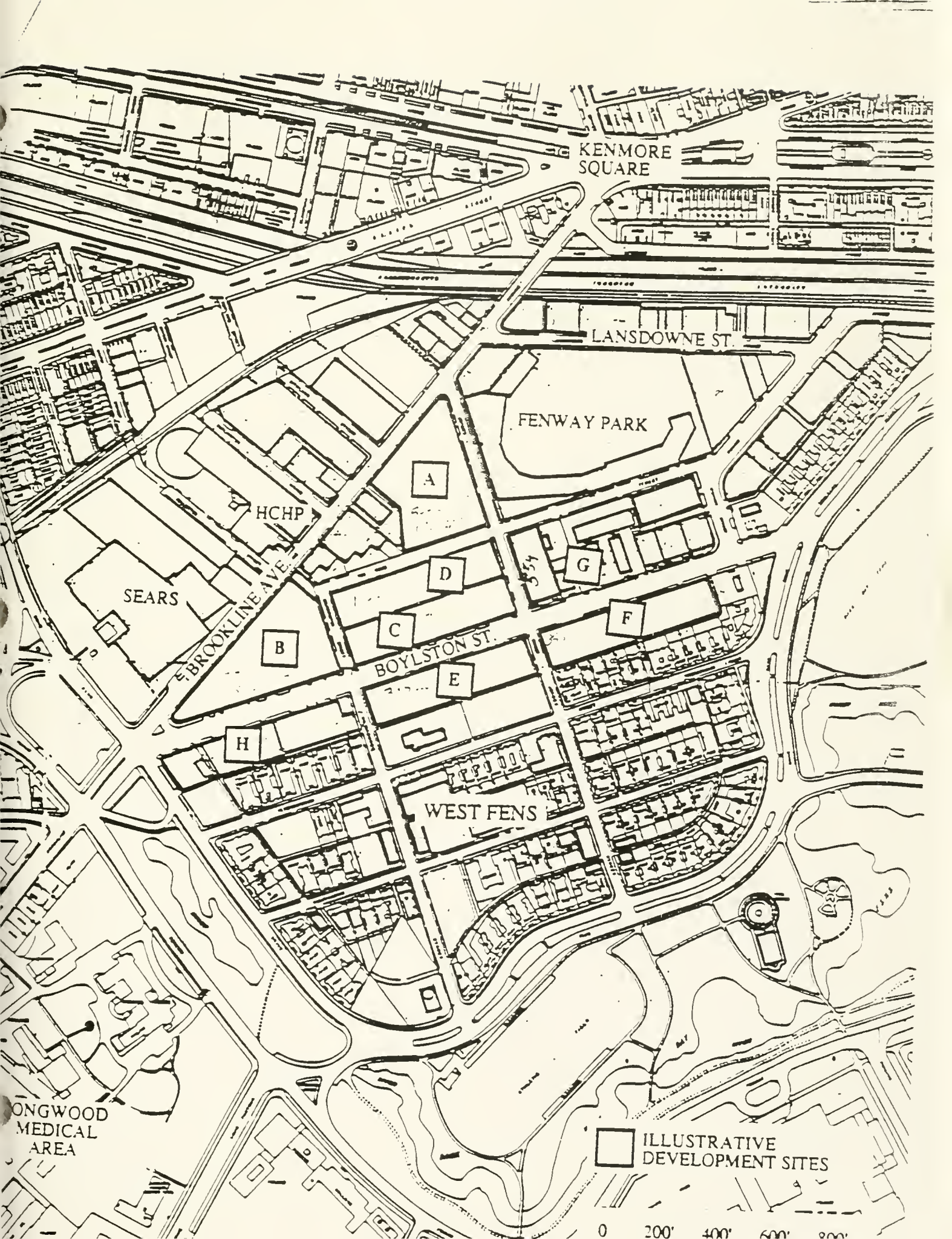
- The BBL area contains 1.8 million s.f. of non-residential building space and 3,030 off-street parking spaces in areas zoned for General Business (B-2) and Restricted Manufacturing (M-2) which permit development of business and commercial buildings up to twice the area of the building lots (F.A.R. 2.0). These totals exclude the former Sears buildings (1.2 million s.f.), which are in the development process; and Fenway Park, which operates generally outside of normal business hours. The land area of 1.9 million s.f. is now developed to an F.A.R. of only 0.95. Much of the underdeveloped "General Business" land is located on the south side of Boylston St., along the boundary of the West Fens residential district.

The report recommends that the Boylston St., Brookline Ave., Lansdowne St. non-residential zones be treated as a single unified business district with an F.A.R. of 5.0, excluding structures devoted exclusively to parking, to encourage optimum building heights, building forms, and building floor sizes for future development which will be stimulated primarily by the growing health-services sector of Boston's economy. The volume of the recommended zoning envelope would be two times the market forecast of 100,000 s.f. of office and loft space a year for ten years, to allow for competition. The unified business district designation will permit new office and loft buildings on the south side of Boylston Street to fulfill their parking requirements in shared parking garages developed between Boylston Street and Brookline Ave. A district-wide transportation and parking management organization is proposed to rationalize the financing, development and operation of the shared parking program and related transportation system.

These recommendations are responsive to the "goals" discussed at the workshops and town meetings on the BBL/WFens area in 1990:

- a. Surface parking and curb cuts would be restricted along the south side of Boylston Street and all of the first floor space would be available for retail development, to encourage a pedestrian-friendly environment
- b. A full-service Neighborhood Retail Center with free parking would be encouraged on the south side of Boylston Street to serve West Fens residents.
- c. Housing units, studios and loft apartments would be encouraged on the upper levels of the buildings on the south side of Boylston Street by density bonuses for residential development.
- d. Lansdowne Street would be transformed into a popular entertainment district with firm security and meticulous maintenance. It would provide hundreds of jobs for city residents, and it would attract millions of dollars in visitor trade to support the economy of the city.





KENMORE SQUARE

LANSDOWNE ST.

FENWAY PARK

HCHP

SEARS

BROOKLINE AVE.

BOYLSTON ST.

WEST FENS

LONGWOOD MEDICAL AREA

ILLUSTRATIVE DEVELOPMENT SITES

0 200' 400' 600' 800'





1990 U.S. CENSUS

FENWAY/KENMORE POPULATION AND HOUSING PROFILE

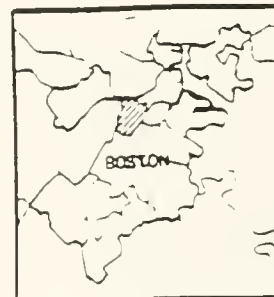
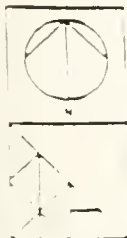
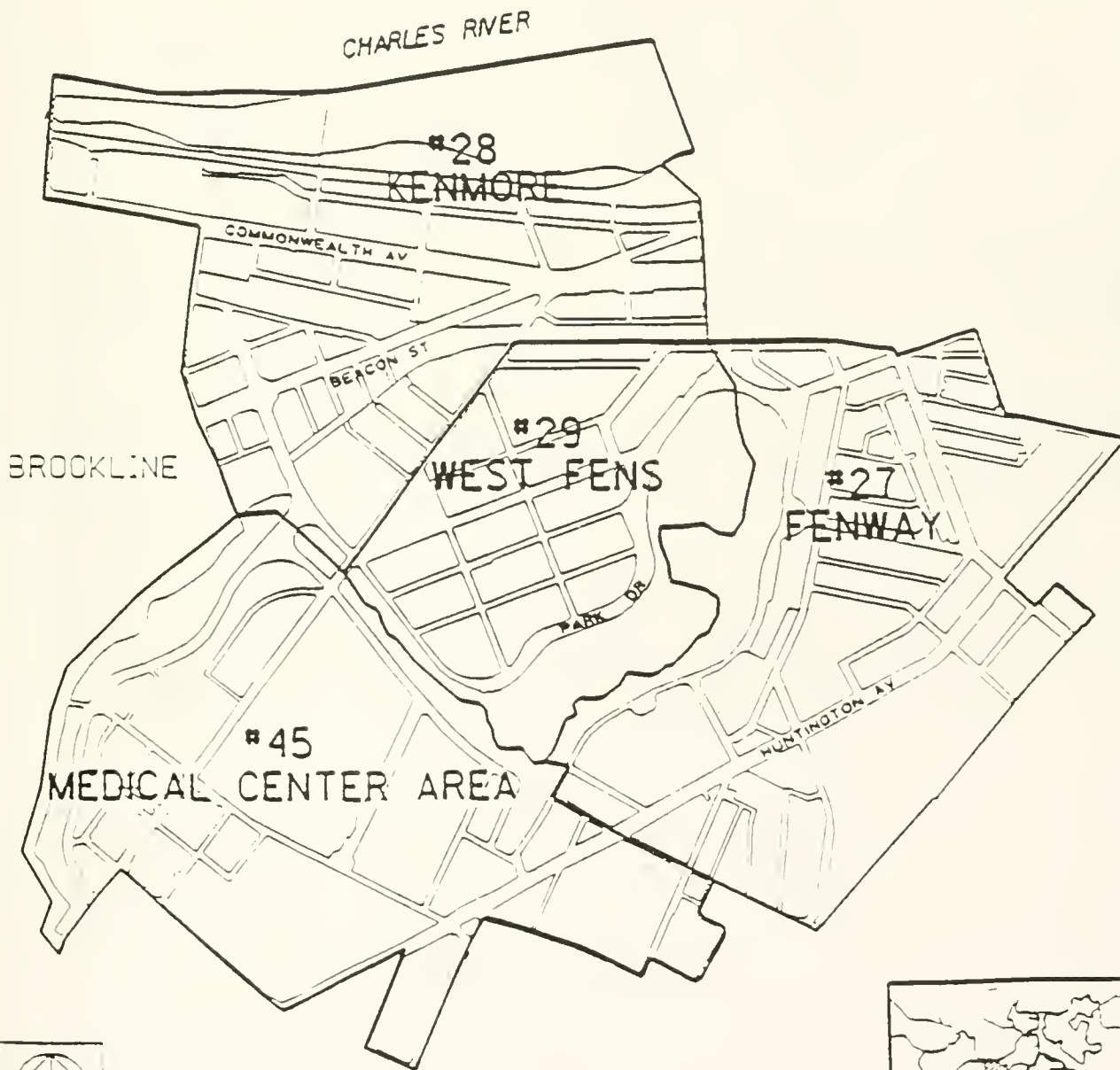
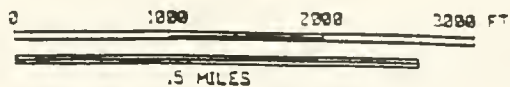
JAMAICA PLAIN POPULATION AND HOUSING PROFILE



FENWAY - KENMORE**POPULATION & HOUSING PROFILE****U.S. CENSUS STF1, 1990****Rolf Goetze
Mark R. Johnson****with the assistance of:
Bizhan Azad, Rhonda Bolling & Greg Perkins****Boston Redevelopment Authority
Policy Development & Research Department****Assisted by State Data Center
Massachusetts Institute for
Social and Economic Research
University of Massachusetts/Amherst****November 1, 1991****City of Boston**
Raymond L. Flynn, Mayor**Boston Redevelopment Authority**
Stephen Coyle, DirectorGregory W. Perkins, Acting Assistant Director
Policy Development & Research**Boston Redevelopment Authority Board Members**Clarence J. Jones, Chairman
Michael F. Donlan, Co-Vice Chairman
Francis X. O'Brien, Co-Vice Chairman
James K. Flaherty, Treasurer
Consuelo Gonzales Thornell, Member
Kane Simonian, Secretary



PLANNING DISTRICT #7
FENWAY/KENMORE
AND NEIGHBORHOOD STATISTICAL AREAS



STF1 Explanatory Note

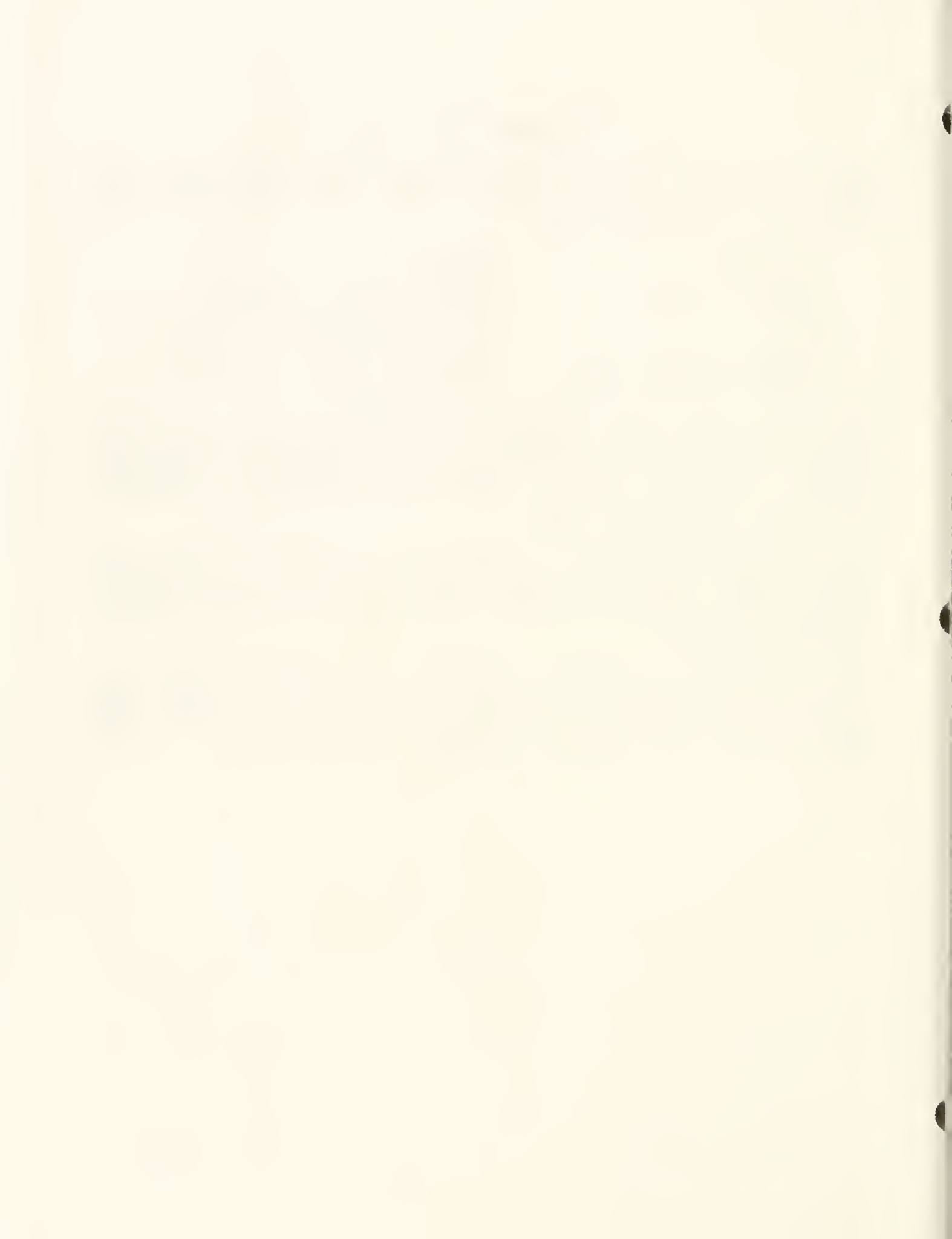
The 1990 U.S. Census has released STF1 (Summary Tape File 1) data taken from short census forms collected from all persons and housing units on April 1, 1990 (the so-called 100-Percent Component). These data cover:

Population	Housing
Race	Vacancy characteristics
Hispanic origin	Tenure (owned or rented)
Age	Group quarters
Sex	Value of home/Monthly rent
Marital Status	Number of units in structure
Household relationship	Number of rooms in unit

These data do not include items from the Sample Component, the long forms completed by one household in 6, which are targeted for release in 1992 as STF3. STF3 data items cover many additional aspects, including income, education, occupation, ancestry, migration, as well as more detailed housing unit characteristics including condominium status.

The BRA Research Dept. has tallied the STF1 findings by 1990 Census block groups into Boston's 16 planning districts. The State Data Center, Mass. Inst. for Social and Economic Research (MISER), UMass/Amherst printed the accompanying eight page profiles of each planning district.

Tallies may vary by up to 0.2 percent, or 2 in 1,000 from final counts because some planning district divisions straddle individual census block groups. In these instances, the tallies were apportioned on the basis of the average of the 100 percent population and housing counts assigned to each portion.



P 1: (7) FENWAY/KENMORE PLANNING DISTRICT POPULATION, AREA, DENSITY, 1990

Total Persons:	32,737	Population Percent of City:	5.7
Total Land Area (in Sq. Mi.):	1.24	Land Area Percent of City:	2.5
Population Density (per SqMi):	26,401	Density Ratio to City Average	2.26

Source: 1990 US Census STF1 Counts, BRA Research Dept. data

NB: Numbers may not sum precisely to totals due to estimating and rounding. See text.

P 2: POPULATION BY RACE/HISPANIC ORIG., SHARE OF BOSTON, and CHANGE, 1980 - 1990

(7) FENWAY/KENMORE	1980		1990		1990 - 1980 Change		1990
	Number	Percent	Number	Percent	Number	Percent	PD/Boston Ratio ²
Total Population	30,842	100.0%	32,737	100.0%	1,895	5.1%	1.00
White	25,413	32.4	24,537	75.0	(876)	-3.4	1.19
Black	2,035	9.8	3,569	10.9	534	17.6	0.43
Native Americans	59	0.2	103	0.3	44	74.6	0.96
Asian + Pac. Islanders	1,187	3.8	3,171	9.7	1,984	167.1	1.83
Other Race	1,148	3.7	1,343	4.1	195	17.0	0.69
-----	-----	-----	-----	-----	-----	-----	-----
Hispanic Origin	1,419	4.6	2,586	7.9	1,167	82.2	0.73
white	815	2.6	1,240	3.8	425	52.1	0.98
Black	112	0.4	226	0.7	114	101.8	0.39
All other	492	1.6	1,120	3.4	628	127.0	0.66
-----	-----	-----	-----	-----	-----	-----	-----
All Minorities	6,244	20.2	9,440	28.8	3,196	51.2	0.70
White, Non-Hisp.	24,598	79.8	23,297	71.2	(1,301)	-5.3	1.21
Black, Non-Hisp.	2,923	9.5	3,343	10.2	420	14.4	0.43

Source: 1990, 1980 US Census STF1 Counts, Tables P5, P10.

1 - includes whites of Hispanic origin

2 - this ratio expresses relative concentrations, comparing the planning district to Boston as a whole

P 3: ALL PERSONS: AGE Cohorts, 1980 - 1990

(7) FENWAY/KENMORE	1980		1990		1990 - 1980 Change		1990
	Number	Percent	Number	Percent	Number	Percent	Ratio
Total Persons:	30,842	100.0%	32,737	100.0%	1,895	6.1%	1.00
0- 4 years	325	1.1	545	1.7	220	67.7	0.26
5-14	327	1.1	555	1.7	228	69.7	0.17
15-24	19,956	64.7	19,578	59.8	(378)	-1.9	2.94
25-34	5,063	16.4	5,197	15.9	1,134	22.4	0.82
35-44	1,251	4.1	2,292	7.0	1,041	83.2	0.51
45-54	341	2.7	1,114	3.4	273	32.5	0.42
55-64	1,111	3.6	855	2.6	(256)	-23.0	0.37
65-74	1,012	3.3	816	2.5	(196)	-19.4	0.40
75-84	777	2.5	557	1.7	(220)	-28.3	0.45
85 +	179	0.6	214	0.7	35	19.6	0.46

Source: 1990, 1980 US Census STF1 Counts, Tables P6, P11.

1- this ratio expresses relative concentrations, comparing the planning district to Boston as a whole

P 5: POPULATION AGE GROUP OVERVIEW by RACE/ETHNICITY, 1980 and 1990

(7) FENWAY/KENMORE

Years and Age	All	White	Black	Asian	Others	All : Hispanic Origin
1980, Total:	30,842	25,413	3,035	1,187	1,207	1,419
0- 4 years	325	117	103	58	47	65
5-17	694	381	167	50	96	127
18-64	27,555	22,202	2,545	1,057	1,051	1,192
65 +	1,968	1,713	220	22	13	35
1990, Total:	32,737	24,537	3,569	3,171	1,448	2,586
0- 4 years	545	196	159	119	71	139
5-17	717	203	270	134	110	165
18-64	29,874	22,978	2,811	2,848	1,237	2,196
65 +	1,587	1,160	329	70	28	86
Abs. Change, 90-80:	1,895	(1876)	534	1,984	239	1,167
0- 4 years	220	79	56	61	24	74
5-17	23	(178)	103	84	14	38
18-64	2,019	(224)	266	1,791	186	1,004
65 +	(381)	(553)	109	48	15	51
Pct. Change, 90- 80:	6.1%	-3.4%	17.6%	167.1%	19.3%	82.2%
0- 4 years	67.7	57.5	54.4	105.2	51.1	113.8
5-17	3.3	-46.7	61.7	168.0	14.6	29.9
18-64	7.2	-1.0	10.5	169.4	17.7	84.2
65 +	-19.4	-32.3	49.5	218.2	115.4	145.7

Source: 1990, 1980 US Census STF1 Counts, Tables P6, P10, P11.

1- includes whites of Hispanic origin

2- includes Native Americans



1: HOUSING UNITS by TENURE, 1980 and 1990

FENWAY/KENMORE	1980		1990		: 1990-1980 Change		: 1990
	Number	Percent	Number	Percent	: Number	Percent	: Ratio1
Total Housing Units:2	12,468	100.0%	13,620	100.0%	: 1,152	9.2%	: 1.00
Occupied total:	11,404	91.5	12,253	90.0	: 849	7.4	: 0.99
Owner occupied	237	1.9	949	7.0	: 712	300.4	: 0.25
Renter occupied	11,167	89.6	11,304	83.0	: 137	1.2	: 1.32
Vacant total:	1,064	8.5	1,367	10.0	: 303	28.5	: 1.12
For sale only	55	0.5	9	0.1	: (56)	-86.2	: 0.09
For rent	626	5.0	1081	7.9	: 455	72.7	: 1.49
All other vacant DUs	373	3.0	275	2.0	: (98)	-26.3	: 0.71

Source: 1990, 1980 US Census STF1 Counts, Tables H1, H2, H3.

1- this ratio expresses relative concentrations, comparing the planning district to Boston as a whole

2- due to US Census variations, numbers may differ by +/- 4 units between tables

2: HOUSING UNITS by RACE/HISPANIC ORIGIN OF HOUSEHOLDER, 1980 and 1990

FENWAY/KENMORE	1980		1990		: 1990-1980 Change		: 1990
	Number	Percent	Number	Percent	: Number	Percent	: Ratio2
All Occupied housing units	11,404	100.0%	12,252	100.0%	: 848	7.4%	: 0.99
White	9,083	79.6	9,226	75.3	: 143	1.6	: 1.07
Black	1,377	12.1	1,577	12.9	: 200	14.5	: 0.58
American Indian, Eskimo, or Aleut	20	0.2	45	0.4	: 25	125.0	: 1.22
Asian or Pacific Islander	452	4.0	1,002	8.2	: 550	121.7	: 1.91
Other race	472	4.1	402	3.3	: (70)	-14.8	: 0.78
-----	-----	-----	-----	-----	-----	-----	-----
Hispanic Origin	560	4.9	936	7.6	: 376	67.1	: 0.95
White, Hisp. origin	348	3.1	481	3.9	: 133	38.2	: 1.28
Black, Hisp. origin	39	0.3	86	0.7	: 47	120.5	: 0.53
All others, Hisp. origin	173	1.5	369	3.0	: 196	113.3	: N/A
-----	-----	-----	-----	-----	-----	-----	-----
All minorities	2,669	23.4	3,507	28.6	: 838	31.4	: 0.85
White, Non-Hispanic	9,735	76.6	9,745	71.4	: 10	0.1	: 1.08
Black, Non-Hispanic	1,338	11.7	1,491	12.2	: 153	11.4	: 0.59

Source: 1990, 1980 US Census STF1 Counts, Tables H8 - H11.

1- includes Whites of Hispanic origin

2- this ratio expresses relative concentrations, comparing the planning district to Boston as a whole



H 3: OCCUPIED HOUSING UNITS by TENURE and RACE, 1980 and 1990

	OWNER-OCCUPIED				:	RENTER-OCCUPIED			
	1980 Number	1990 Number	1990-1980 Number	Change Percent		1980 Number	1990 Number	1990-1980 Number	Change Percent
FENWAY/KENMORE					:				
Occupied housing units	237	950	713	300.8%	:	11,167	11,302	135	1.2%
White	194	351	657	338.7	:	8,889	8,375	(514)	-5.8
Black	23	32	9	39.1	:	1,354	1,545	191	14.1
American Indian, Eskimo, or Aleut	0	2	2	ERR	:	20	43	23	115.0
Asian or Pacific Islander	18	62	44	244.4	:	434	940	506	116.6
Other race	2	3	1	50.0	:	470	399	(71)	-15.1
-----					:				
Hispanic Origin	4	24	20	500.0	:	556	912	356	64.0
White, Hisp. origin	3	17	14	466.7	:	345	464	119	34.5
Black, Hisp. origin	2	2	0	0.0	:	37	34	(3)	-7.9
All others, Hisp. origin	(1)	5	6	-600.0	:	174	364	190	109.2
-----					:				
All minorities	46	116	70	152.2	:	2,623	3,391	768	29.3
White, Non-Hispanic	191	334	643	336.6	:	8,544	7,911	(633)	-7.4
Black, Non-Hispanic	21	30	9	42.9	:	1,317	1,461	144	10.9

Source: 1990, 1980 US Census STF1 Counts, Tables H8 - H11.

1- includes Whites of Hispanic origin

H 4: TENURE BY AGE OF HOUSEHOLDER, 1990

	Occupied Housing Units			:	Column Distribution			:	Row Distribution		
	Total	Owner	Renter		Total	Owner	Renter		Total	Owner	Rente
FENWAY/KENMORE				:				:			
Occupied housing units:	12,254	950	11,304	:	100.0%	100.0%	100.0%	:	100.0%	7.8%	92.
Age of Householder:				:				:			
15 to 24 years	4,049	120	3,929	:	33.0	12.5	34.8	:	100.0	3.0	97
25 to 34 years	3,764	333	3,431	:	30.7	35.1	30.4	:	100.0	8.8	91
35 to 44 years	1,619	239	1,380	:	13.2	25.2	12.2	:	100.0	14.8	85
45 to 54 years	817	126	691	:	6.7	13.3	6.1	:	100.0	15.4	84
55 to 64 years	665	68	597	:	5.4	7.2	5.3	:	100.0	10.2	89
65 to 74 years	666	35	631	:	5.4	3.7	5.6	:	100.0	5.3	94
75 years and over	674	29	645	:	5.5	3.1	5.7	:	100.0	4.3	95

Source: 1990 US Census STF1 Counts, Tables H12.



P12. Persons by Age, Race and Sex (Universe: Persons)
 All persons: 32,737 All females: 16,001 All males: 16,737

Age	White		Black		Am. Ind./Esk/Aleut		Asian/Pac Isl.		Other		Total	Female
	Total	Female	Total	Female	Total	Female	Total	Female	Total	Female		
Total	24,539	12,006	3,569	1,837	105	56	3,177	1,488	1,348	614	2,589	1,208
Under 1	31	11	28	18	0	0	46	24	27	16	58	31
1 - 2	94	50	68	39	1	1	42	20	30	14	60	31
3 - 4	71	32	63	34	1	1	17	9	8	5	26	14
5	23	16	31	18	1	1	17	8	7	4	10	6
6	16	8	27	12	1	1	17	8	22	14	43	24
7 to 9	41	24	82	38	5	3	29	10	15	7	43	25
10 - 11	29	21	39	23	1	1	18	14	18	13	27	17
12 - 13	22	8	34	22	1	1	18	14	7	3	11	5
14	8	2	12	4	0	0	5	1	9	2	7	2
15	8	4	13	8	1	1	4	2	4	2	6	2
16	9	2	8	3	1	0	6	5	10	6	10	6
17	47	20	24	11	0	0	19	8	10	5	10	6
18	1,997	1,110	163	92	4	3	221	97	96	48	99	46
19	3,775	2,096	284	163	9	4	420	212	153	78	222	128
20	3,328	1,741	220	119	5	4	323	145	140	69	228	114
21	2,721	1,395	205	107	4	2	217	90	80	26	159	60
22	4,011	1,847	388	193	10	5	473	235	169	66	363	153
23	2,753	1,151	449	196	15	7	546	270	194	86	438	196
24	1,503	557	313	136	4	3	308	117	112	41	254	106
25 - 29	1,887	299	222	89	8	4	135	49	83	33	150	54
30 - 34	627	240	194	82	12	4	78	32	46	18	94	29
35 - 39	435	163	117	58	4	0	37	20	28	16	62	31
40 - 44	333	146	98	41	3	2	35	15	24	13	56	25
45 - 49	296	144	74	46	1	1	32	14	19	11	40	23
50 - 54	119	56	37	21	2	0	8	5	8	3	15	5
55 - 59	193	95	47	27	1	1	15	7	3	3	16	10
60 - 64	303	171	107	75	6	3	27	12	2	2	16	10
65 - 69	269	168	74	45	2	2	18	10	8	5	25	16
70 - 74	211	145	66	51	0	0	15	10	7	4	15	8
75 - 79	208	146	42	35	0	0	6	3	2	2	11	8
80 - 84	169	135	40	31	1	1	4	1	0	0	6	5
85 & over	196	93	159	91	2	2	119	57	69	35	139	75
Under 65	203	105	270	139	10	7	134	67	100	54	165	90
5-11	109	69	179	91	8	5	82	37	52	29	104	58
12-14	30	10	46	26	1	1	23	15	25	16	38	22
15-17	64	26	45	22	1	1	29	15	23	9	23	10
18-64	22,978	11,040	2,811	1,370	82	40	2,848	1,328	1,155	511	2,196	980
65+	21,602	10,436	2,438	1,177	71	36	2,721	1,267	1,073	465	2,007	886
Other Age Groups	1,376	604	373	193	11	4	127	61	82	46	189	94
16+	24,194	11,827	3,172	1,621	91	46	2,943	1,377	1,180	531	2,298	1,047
18+	24,138	11,805	3,140	1,607	91	46	2,918	1,364	1,174	524	2,282	1,039
62+	1,353	860	376	264	10	7	85	43	22	16	102	69
65+	1,160	765	329	237	9	6	70	36	19	13	86	59



Report #91-17
 Area Name: Fenway/Kenmore
 State: MA

Profile 5 - Housing Unit Characteristics and Tenure
 1990 Census of Population and Housing, Summary Tape File 1
 Area Type: Planning District

U4. Urban and Rural (Universe: Housing Units) All Housing Units	Units 13,619
Urban	0
Inside Urbanized Area	0
Outside Urbanized Area	0
Rural	13,619
Not Defined for This File	
H11/2/3/5. Housing Units by Tenure and Vacancy (Universe: Housing Units)	
All Housing Units	Housing Units Pct 13,619 100.0%
Occupied	12,252 90.0%
Owner Occupied	949 7.0%
Renter Occupied	11,304 83.0%
Vacant	1,367 10.0%
For Sale Only	1,081 7.9%
Rented or Sold, Not Occupied	9 0.1%
For Seasonal, Recreational	42 0.3%
Or Occasional Use	
For Migrant Workers	109 0.8%
Other Vacant	1 0.0%
	123 0.9%

H14/15/16. Average Rooms by Tenure and Vacancy (Universe: Housing Units)	Aggregate Rooms	Average Rooms per Unit
All Housing Units	35,653	2.62
Occupied	32,210	2.63
Owner Occupied	3,590	3.78
Renter Occupied	28,620	2.53
Vacant	3,443	2.52
For Sale Only	2,696	2.49
Rented or Sold/Not Occupied	33	3.67
For Seasonal, Recreational	110	2.62
Or Occasional Use		
For Migrant Workers	255	2.34
Other Vacant	4	4.00
	345	2.80

H18/9. Tenure by Race of Householder (Universe: Occupied Housing Units)	Owner Occupied Units Pct	Renter Occupied Units Pct
All Races	950 100.0%	11,302 100.0%
White	851 89.6%	8,375 74.1%
Black	32 3.4%	1,545 13.7%
American Indian Eskimo or Aleut	2 0.2%	43 0.4%
Asian or Pacific Islander	62 6.5%	940 8.3%
Other Race	3 0.3%	399 3.5%

H10/11. Hispanic Origin of Householder by Race of Householder and Tenure (Universe: Occupied Housing Units)	Hispanic Origin	
	Owner Occupied Units Pct	Renter Occupied Units Pct
All Races	937 100.0%	912 100.0%
White	481 51.3%	464 50.9%
Black	86 9.2%	84 9.2%
Amer. Indian/ Esk./Aleut	8 0.9%	7 0.8%
Asian/Pacific Islander	27 2.9%	24 2.6%
Other Race	335 35.8%	333 36.5%

H12. Tenure by Age of Householder (Universe: Occupied Housing Units)	Owner Occupied Units Pct	Renter Occupied Units Pct
Total	950 100.0%	11,304 100.0%
15 to 24 Years	120 12.6%	3,929 34.8%
25 to 34 Years	333 35.1%	3,431 30.4%
35 to 44 Years	239 25.2%	1,380 12.2%
45 to 54 Years	126 13.3%	618 5.4%
55 to 64 Years	68 7.2%	597 5.3%
65 to 74 Years	35 3.7%	631 5.6%
75 Years & Over	29 3.1%	645 5.7%

Report #91-18
 Area Name: Fenway/Kenmore
 Profile 6 - Housing Unit Characteristics - Persons, Rooms and Tenure
 1990 Census of Population and Housing, Summary Tape File 1
 Area Type: Planning District

Status: MA

H17/18. Tenure by Persons in Unit (Universe: Occupied Housing Units)		H13. Rooms (Universe: Housing Units)	
Occupied Units Pct	Owner Occupied Units Pct	Renter Occupied Units Pct	Housing Units Pct
12,252 100.0%	949 100.0%	11,304 100.0%	2,937 21.6%
6,376 52.0%	502 52.9%	5,871 51.9%	3,922 28.8%
4,017 32.8%	340 35.8%	3,679 32.5%	3,974 29.2%
1,160 9.5%	69 7.3%	1,090 9.6%	1,852 13.6%
503 4.1%	27 2.8%	476 4.2%	544 4.0%
115 0.9%	7 0.7%	107 0.9%	210 1.5%
54 0.4%	3 0.3%	51 0.5%	63 0.5%
28 0.2%	1 0.1%	27 0.2%	25 0.2%
			92 0.7%
H17A/18A/19/20. Persons in Occupied Housing Units		Total	
Persons Occupied		13,619 100.0%	
21,010			
42.15			
Percentage of Persons 100.0%			
H21/22. Tenure by Persons Per Room (Universe: Occupied Housing Units)		H6/7. Boarded-Up Status and Usual Home Elsewhere (Universe: Vacant Housing Units)	
Occupied Units Pct	Owner Occupied Units Pct	Renter Occupied Units Pct	Vacant Units Pct
5,383 43.9%	674 71.0%	4,709 41.7%	12 0.9%
5,807 47.4%	256 27.0%	5,549 49.1%	1,355 99.1%
363 3.0%	7 0.7%	318 2.8%	
556 4.5%	12 1.3%	546 4.8%	
144 1.2%	1 0.1%	143 1.3%	
12,252 100.0%	949 100.0%	11,304 100.0%	136 9.9%
Total		1,232 90.1%	
H40. Vacancy Status by Duration of Vacancy (Universe: Vacant Housing Units)		H49. Age of Householder by Meals Included in Rent (Universe: Specified Renter Occupied Housing Units)	
Vacant Pct	Vacant For Pct	Vacant For Sale Only Pct	All Other Vacants Pct
1,367 100.0%	1,081 100.0%	9 100.0%	277 100.0%
621 45.4%	479 44.3%	4 44.4%	138 49.8%
444 32.5%	400 37.0%	4 44.4%	40 14.4%
302 22.1%	202 18.7%	1 11.1%	99 35.7%
Less Than 2 Months			
2 to 6 Months			
6 or More Months			
Total		65 Years & Over	
11,302 100.0%		1,277 100.0%	
11,167 98.8%		1,270 99.5%	
84 0.7%		6 0.5%	
11,083 98.1%		1,264 99.0%	
135 1.2%		7 0.5%	
H49. Age of Householder by Meals Included in Rent (Universe: Specified Renter Occupied Housing Units)		H49. Age of Householder by Meals Included in Rent (Universe: Specified Renter Occupied Housing Units)	
All Ages Pct	Under 65 Years Pct	65 Years & Over Pct	
11,302 100.0%	10,025 100.0%	1,277 100.0%	
11,167 98.8%	9,897 98.7%	1,270 99.5%	
84 0.7%	78 0.8%	6 0.5%	
11,083 98.1%	9,819 97.9%	1,264 99.0%	
135 1.2%	128 1.3%	7 0.5%	



Profile 7 - Financial Characteristics of Housing Units
 1990 Census of Population and Housing, Summary Tape File 1
 Area Type: Planning District

Report #91-19
 Area Name: Fenway/Kenmore
 State: MA

H23. Value (Universe: Specified Owner Occupied Housing Units)		Units	Pct
Specified Owner Occupied		56	100.0%
Less than \$15,000		1	1.8%
\$15,000 to \$19,999		0	0.0%
\$20,000 to \$24,999		0	0.0%
\$25,000 to \$29,999		0	0.0%
\$30,000 to \$34,999		0	0.0%
\$35,000 to \$39,999		0	0.0%
\$40,000 to \$44,999		0	0.0%
\$45,000 to \$49,999		0	0.0%
\$50,000 to \$59,999		0	0.0%
\$60,000 to \$74,999		2	3.6%
\$75,000 to \$99,999		3	5.4%
\$100,000 to \$124,999		1	1.8%
\$125,000 to \$149,999		3	5.4%
\$150,000 to \$174,999		9	16.1%
\$175,000 to \$199,999		6	10.7%
\$200,000 to \$249,999		3	5.4%
\$250,000 to \$299,999		2	3.6%
\$300,000 to \$399,999		10	17.9%
\$400,000 to \$499,999		10	17.9%
\$500,000 or more		7	12.5%

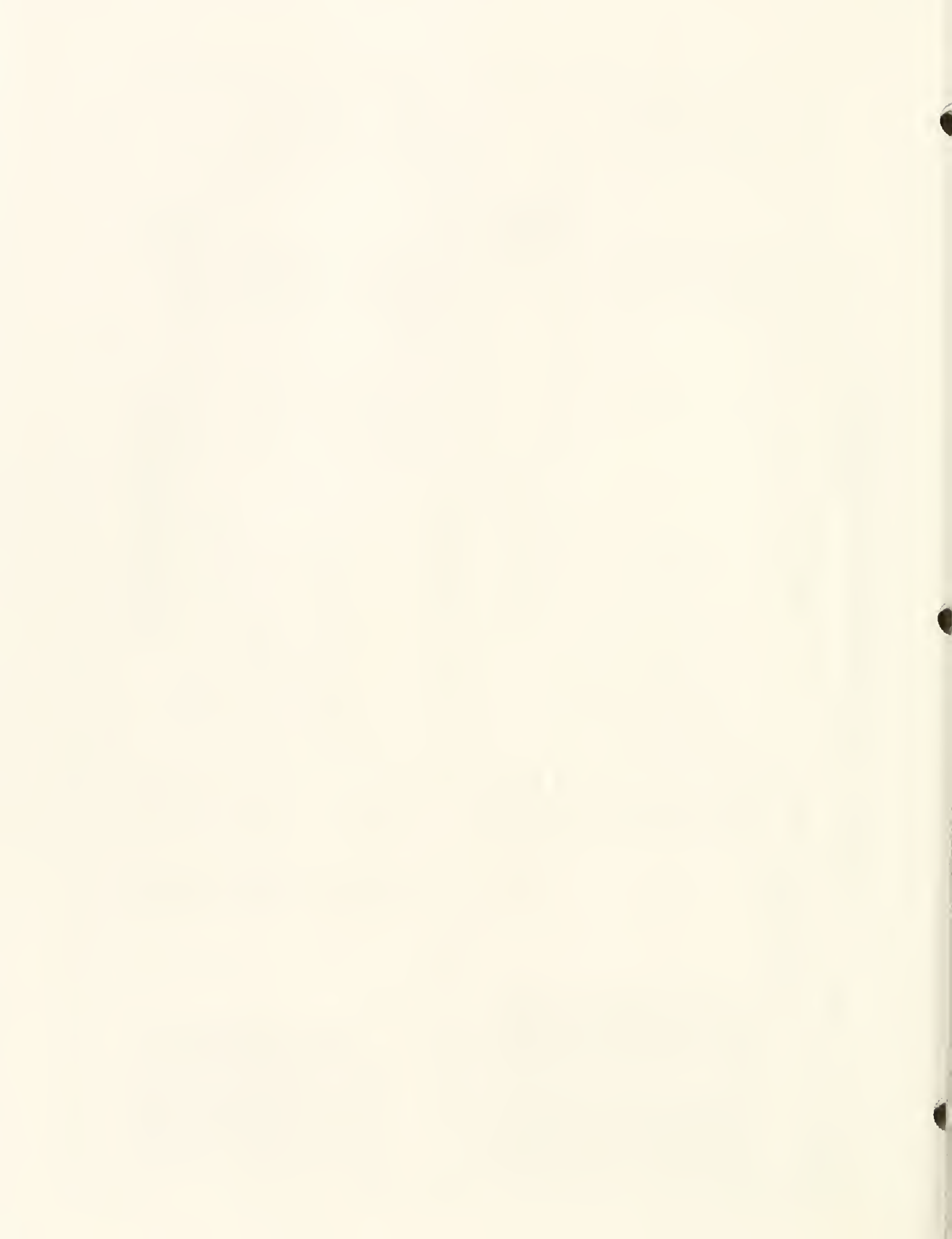
H32. Contract Rent (Universe: Specified Renter Occupied Housing Units)		Units	Pct
Specified Renter Occupied		11,301	100.0%
With Cash Rent		11,166	98.8%
Less than \$100		162	1.4%
\$100 to \$149		580	5.1%
\$150 to \$199		304	2.7%
\$200 to \$249		298	2.6%
\$250 to \$299		275	2.4%
\$300 to \$349		274	2.4%
\$350 to \$399		373	3.3%
\$400 to \$449		509	4.5%
\$450 to \$499		556	4.9%
\$500 to \$549		795	7.0%
\$550 to \$599		922	8.2%
\$600 to \$649		884	7.8%
\$650 to \$699		942	8.3%
\$700 to \$749		896	7.9%
\$750 to \$999		2,131	18.9%
\$1,000 or more		1,265	11.2%
No Cash Rent		135	1.2%

H24/25/26/27/28. Units and Value by Race and Hispanic Origin of Householder (Universe: Specified Owner-Occupied Housing Units)		Units	Aggregate Value	Average Value
Total		56	\$16,848,388	\$300,864
White		48	\$14,129,777	\$294,370
Black		5	\$1,428,315	\$285,663
American Indian, Eskimo or Aleut		1	\$156,492	\$156,492
Asian or Pacific Islander		3	\$1,133,805	\$377,935
Other Race		0		
Not of Hispanic Origin		53	\$16,281,270	\$307,194
Hispanic Origin		3	\$567,118	\$189,039

H23A/23B/23C. Value (Universe: Specified Owner-Occupied Housing Units)		Lower Value Quartile	Median Value	Upper Value Quartile
		\$108,170	\$130,277	\$149,850

H33/34/35/36/37. Units and Contract Rent by Race and Hispanic Origin of Householder (Universe: Specified Renter-Occupied Housing Units)		Units	Aggregate Contract Rent	Average Contract Rent
Total		11,166	\$7,216,019	\$646
White		8,256	\$5,591,451	\$677
Black		1,534	\$762,974	\$497
American Indian, Eskimo or Aleut		43	\$21,002	\$488
Asian or Pacific Islander		935	\$614,004	\$657
Other Race		396	\$226,587	\$572
Not of Hispanic Origin		10,258	\$6,692,016	\$652
Hispanic Origin		908	\$524,003	\$577

H32A/32B/32C. Contract Rent (Universe: Specified Renter-Occupied Housing Units)		Lower Contract Rent Quartile	Median Contract Rent	Upper Contract Rent Quartile
		\$416	\$550	\$700



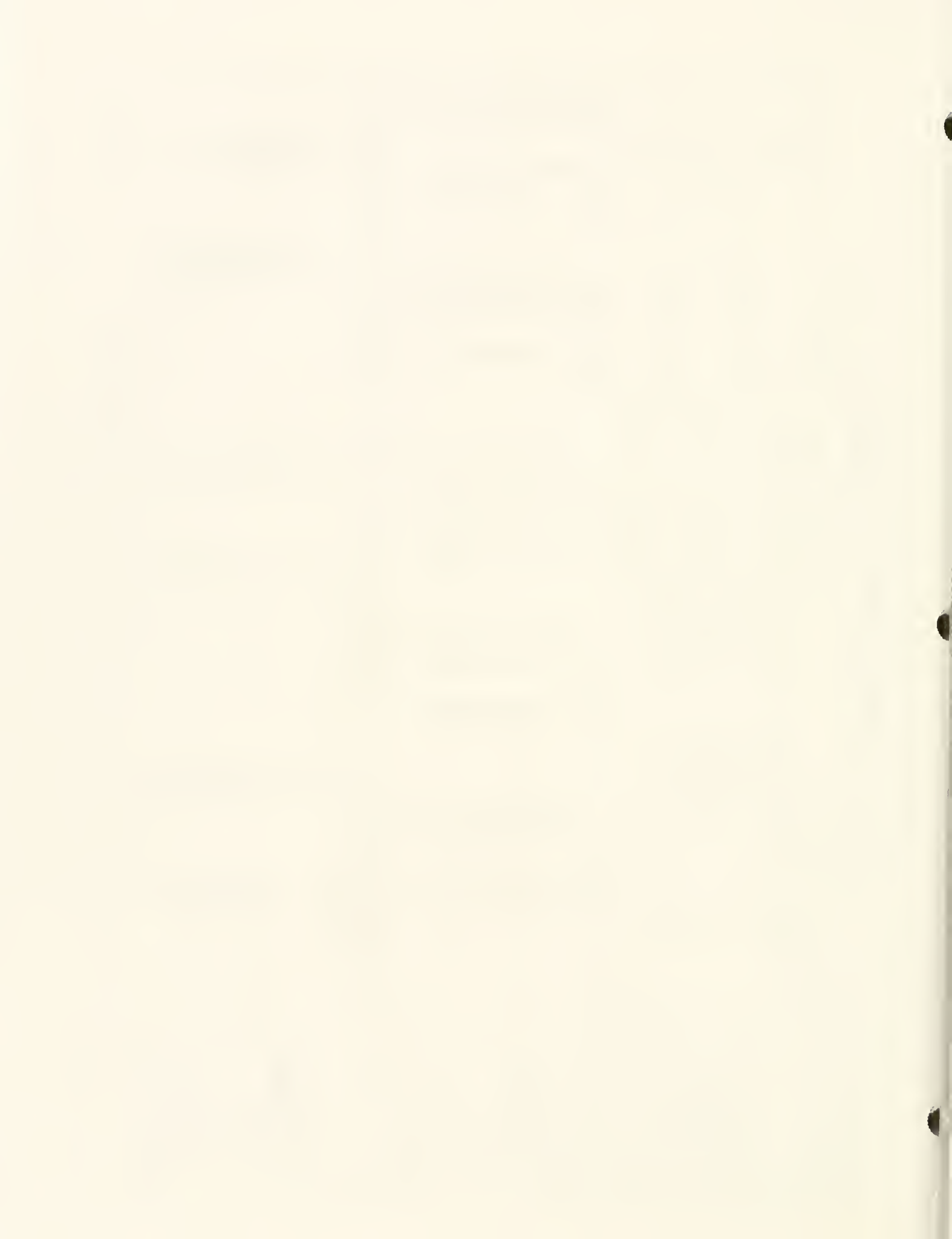
Profile 8 - Housing Unit Structural Characteristics
 1990 Census of Population and Housing, Summary Tape File 1
 Area Type: Planning District

Report #91-20
 Area Name: Fenway/Kumhoir
 State: MA

H29/43. Units and Value by Units in Structure (Universe: Owner-Occupied Housing Units)	Units	Aggregate Value	Average Value	H30. Vacancy Status (Universe: Vacant Housing Units)
Total	949	\$ 163,424,622	\$ 172,207	Specified Vacant For Sale Only 1,081 All Other Vacants 284
Single Unit	65	\$ 18,985,730	\$ 292,088	H31. Price Asked (Universe: Specified Vacant-for-Sale Housing Units) \$ 632,754 Aggregate Price Asked \$ 632,754
1, Detached	13	\$ 3,077,503	\$ 236,731	
1, Attached	52	\$ 15,908,227	\$ 305,927	
Multi Unit	850	\$ 139,008,859	\$ 163,540	
2	12	\$ 3,958,531	\$ 329,878	
3 or more	838	\$ 135,050,328	\$ 161,158	
Mobile Home or Trailer	0		** ,*** ,***	H38. Rent Asked (Universe: Specified Vacant-for-Rent Housing Units) \$ 782,045 Average Rent Asked \$ 723
Other	34	\$ 5,430,033	\$ 159,707	

H41/42/43. Units in Structure (Universe: Housing Units)	Total Units	Pct	Vacant Units	Pct	Occupied Units	Pct	Owner Occupied Units	Pct	Renter Occupied Units	Pct
Total	13,619	100.0%	1,367	10.0%	12,252	100.0%	949	100.0%	11,304	100.0%
Single Unit	128	0.9%	16	1.2%	111	0.9%	65	6.8%	46	0.4%
1, Detached	31	0.2%	6	0.4%	24	0.2%	13	1.4%	11	0.1%
1, Attached	97	0.7%	10	0.7%	87	0.7%	52	5.5%	35	0.3%
Multi Unit	13,236	97.2%	1,329	97.2%	11,907	97.2%	850	89.6%	11,057	97.8%
2	68	0.5%	10	0.7%	58	0.5%	12	1.3%	46	0.4%
3 or 4	577	4.2%	84	6.1%	493	4.0%	100	10.5%	393	3.5%
5 to 9	1,449	10.6%	140	10.2%	1,308	10.7%	126	13.3%	1,182	10.5%
10 to 19	1,968	14.5%	238	17.4%	1,730	14.1%	93	9.8%	1,637	14.5%
20 to 49	6,191	45.5%	658	48.1%	5,532	45.2%	385	40.6%	5,147	45.5%
50 or more	2,983	21.9%	199	14.6%	2,786	22.7%	134	14.1%	2,652	23.5%
Mobile Home or Trailer	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Other	255	1.9%	20	1.5%	236	1.9%	34	3.6%	202	1.8%

H43/44. Aggregate and Average Number of Persons by Tenure by Units in Structure (Universe: Persons in Occupied Housing Units)	Occupied Persons	Average	Owner Occupied Persons	Average	Renter Occupied Persons	Average
Total	21,010	1.71	1,557	1.64	19,453	1.72
Single Unit	310	2.79	162	2.49	148	3.22
1, Detached	53	2.21	24	1.85	29	2.64
1, Attached	257	2.95	138	2.65	119	3.40
Multi Unit	20,325	1.71	1,343	1.58	18,982	1.72
2	128	2.21	23	1.92	105	2.28
3 or 4	1,067	2.16	184	1.84	883	2.25
5 to 9	2,378	1.82	215	1.71	2,163	1.83
10 to 19	3,009	1.74	143	1.54	2,866	1.75
20 to 49	9,493	1.72	570	1.48	8,923	1.73
50 or more	4,250	1.53	208	1.55	4,042	1.52
Mobile Home or Trailer	0	** ,*** ,***	0	** ,*** ,***	0	** ,*** ,***
Other	375	1.59	53	1.56	322	1.59





JAMAICA PLAIN
POPULATION & HOUSING PROFILE
U.S. CENSUS STF1, 1990

Rolf Goetze
Mark R. Johnson

with the assistance of:
Bizhan Azad, Rhonda Bolling & Greg Perkins

Boston Redevelopment Authority
Policy Development & Research Department

Assisted by State Data Center
Massachusetts Institute for
Social and Economic Research
University of Massachusetts/Amherst

November 1, 1991

City of Boston
Raymond L. Flynn, Mayor

Boston Redevelopment Authority
Stephen Coyle, Director

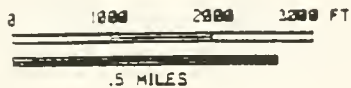
Gregory W. Perkins, Acting Assistant Director
Policy Development & Research

Boston Redevelopment Authority Board Members

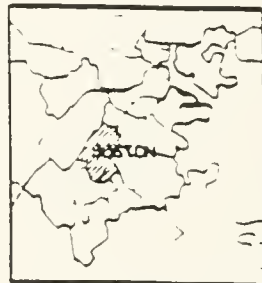
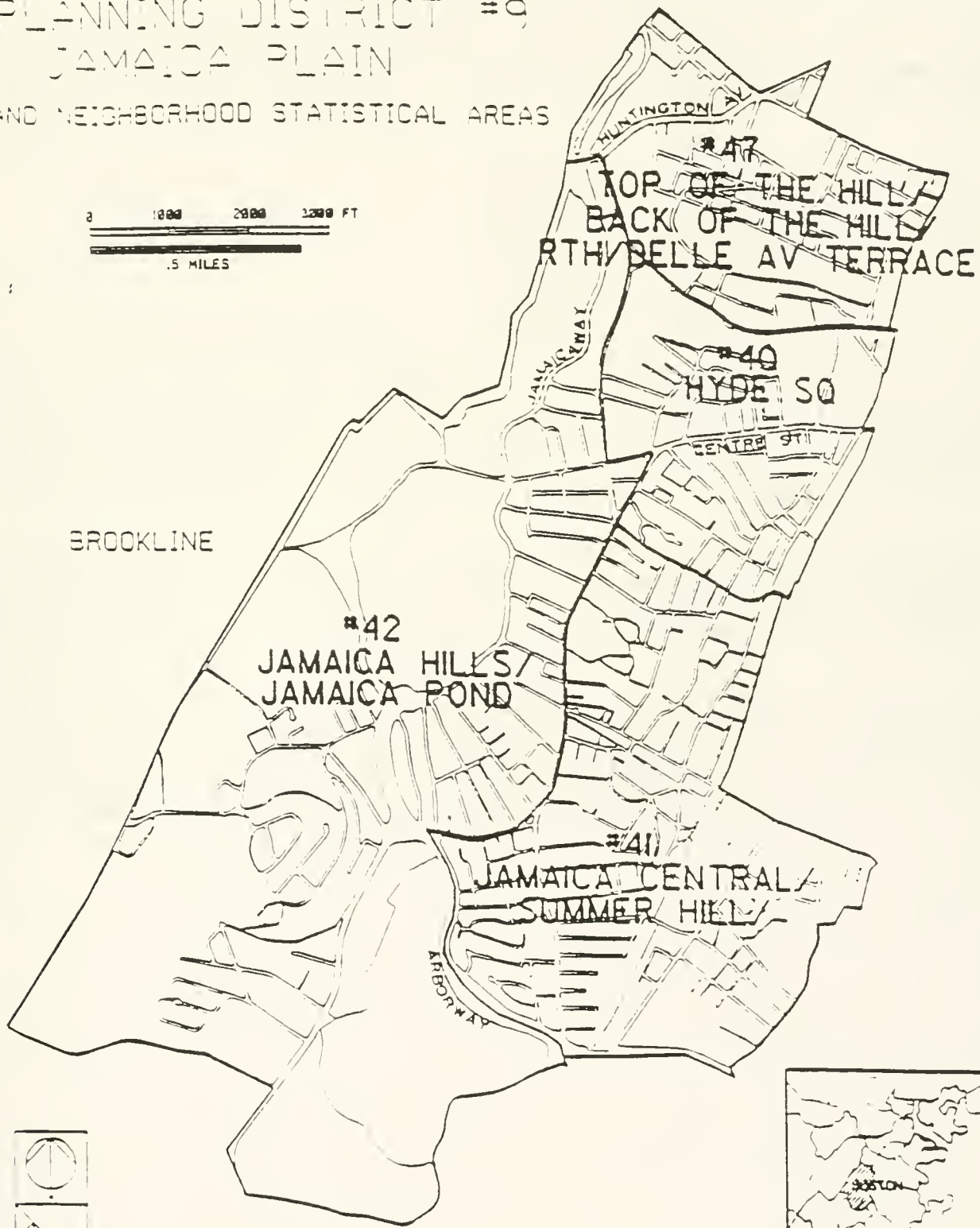
Clarence J. Jones, Chairman
Michael F. Donlan, Co-Vice Chairman
Francis X. O'Brien, Co-Vice Chairman
James K. Flanerty, Treasurer
Consuelo Gonzales Thornell, Member
Kane Simonian, Secretary



PLANNING DISTRICT #9
JAMAICA PLAIN
AND NEIGHBORHOOD STATISTICAL AREAS



BROOKLINE



STF1 Explanatory Note

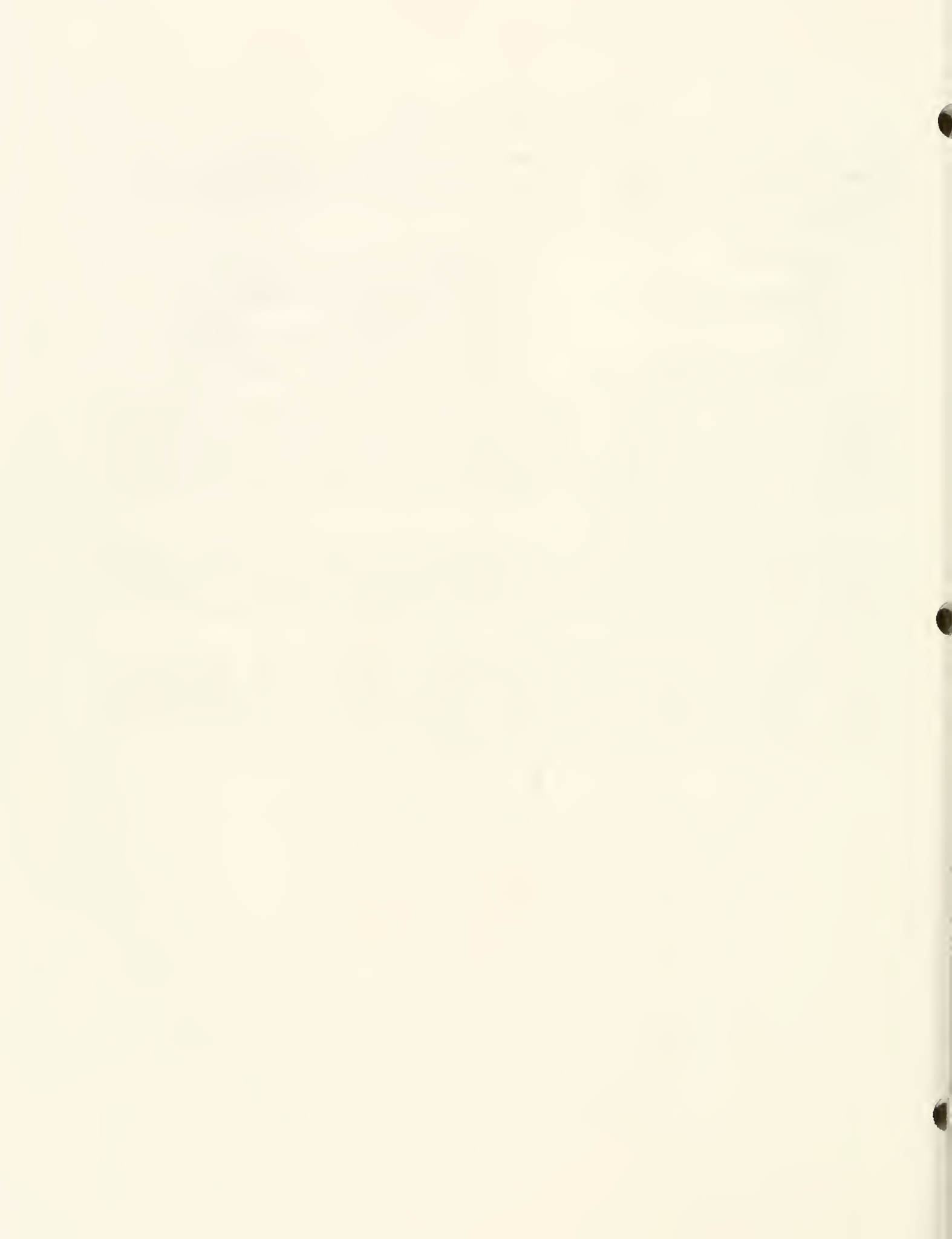
The 1990 U.S. Census has released STF1 (Summary Tape File 1) data taken from short census forms collected from all persons and housing units on April 1, 1990 (the so-called 100-Percent Component). These data cover:

Population	Housing
Race	Vacancy characteristics
Hispanic origin	Tenure (owned or rented)
Age	Group quarters
Sex	Value of home/Monthly rent
Marital Status	Number of units in structure
Household relationship	Number of rooms in unit

These data do not include items from the Sample Component, the long forms completed by one household in 6, which are targeted for release in 1992 as STF3. STF3 data items cover many additional aspects, including income, education, occupation, ancestry, migration, as well as more detailed housing unit characteristics including condominium status.

The BRA Research Dept. has tallied the STF1 findings by 1990 Census block groups into Boston's 16 planning districts. The State Data Center, Mass. Inst. for Social and Economic Research (MISER), UMass/Amherst printed the accompanying eight page profiles of each planning district.

Tallies may vary by up to 0.2 percent, or 2 in 1,000 from final counts because some planning district divisions straddle individual census block groups. In these instances, the tallies were apportioned on the basis of the average of the 100 percent population and housing counts assigned to each portion.



P 1: (9) JAMAICA PLAIN PLANNING DISTRICT POPULATION, AREA, DENSITY, 1990

Total Persons:	41,193	Population Percent of City:	7.2
Total Land Area (in Sq. Mi.):	3.07	Land Area Percent of City:	6.2
Population Density (per SqMi):	13,418	Density Ratio to City Average	1.15

Source: 1990 US Census STF1 Counts, BRA Research Dept. data

NB: Numbers may not sum precisely to totals due to estimating and rounding. See text.

P 2: POPULATION BY RACE/HISPANIC ORIG., SHARE OF BOSTON, and CHANGE, 1980 - 1990

(9) JAMAICA PLAIN	1980		1990		:	1990 - 1980 Change		:	1990
	Number	Percent	Number	Percent		:	Number		Percent
Total Population	39,210	100.0%	41,193	100.0%	:	1,983	5.1%	:	1.00
White	25,025	63.8	24,069	58.4	:	(956)	-3.8	:	0.93
Black	7,501	19.1	9,109	22.1	:	1,608	21.4	:	0.96
Native Americans	132	0.3	176	0.4	:	44	33.3	:	1.50
Asian + Pac. Islanders	677	1.7	2,126	5.2	:	1,449	214.0	:	0.98
Other Race	5,875	15.0	5,699	13.8	:	(176)	-3.0	:	2.32

Hispanic Origin	7,803	19.9	10,568	25.7	:	2,765	35.4	:	2.38
White	1,938	4.9	3,443	8.4	:	1,505	77.7	:	2.17
Black	356	0.9	1,454	3.5	:	1,098	308.4	:	2.02
All other	5,509	14.0	5,671	13.8	:	162	2.9	:	2.65

All Minorities	16,123	41.1	20,567	49.9	:	4,444	27.6	:	1.22
White, Non-Hisp.	23,087	58.9	20,626	50.1	:	(2,461)	-10.7	:	0.95
Black, Non-Hisp.	7,145	18.2	7,655	18.6	:	510	7.1	:	0.78

Source: 1990, 1980 US Census STF1 Counts, Tables P6, P10.

Includes whites of Hispanic origin

Ratio2 expresses relative concentrations, comparing the planning district to Boston as a whole



P 3: ALL PERSONS: AGE Cohorts, 1990 - 1990

(9) JAMAICA PLAIN	1980		1990		1990 - 1980 Change		1990
	Number	Percent	Number	Percent	Number	Percent	PD/Boston Ratio
Total Persons:	39,210	100.0%	41,193	100.0%	1,983	5.1%	1.00
0-4 years	2,515	6.4	2,964	7.2	449	17.9	1.13
5-14	5,173	13.2	4,423	10.7	(750)	-14.5	1.09
15-24	8,239	21.0	7,143	17.3	(1,096)	-13.3	0.85
25-34	3,258	8.3	10,115	24.6	1,857	22.5	1.07
35-44	3,484	8.9	6,573	16.0	3,089	88.7	1.17
45-54	2,967	7.6	3,193	7.8	226	7.6	0.95
55-64	3,017	7.7	2,348	5.7	(669)	-22.2	0.81
65-74	2,772	7.1	2,050	5.0	(722)	-26.0	0.80
75-84	1,947	5.0	1,569	3.8	(378)	-19.4	1.00
85 +	838	2.1	801	1.9	(37)	-4.4	1.36

Source: 1990, 1980 US Census STF1 Counts, Tables P6, P11.

1- this ratio expresses relative concentrations, comparing the planning district to Boston as a whole

P 5: POPULATION AGE GROUP OVERVIEW by RACE/ETHNICITY, 1990 and 1990

(9) JAMAICA PLAIN

Years and Age	All	White1	Black	Asian	All Others2	All : Hispanic Origin
1990. Total:	39,210	25,025	7,501	667	6,017	7,803
0-4 years	2,515	1,007	703	33	772	965
5-17	7,040	2,897	2,115	106	1,922	2,506
18-64	24,098	18,109	4,319	488	3,182	4,125
65 +	5,557	5,012	364	40	141	207
1990. Total:	41,193	24,069	9,109	2,126	5,875	10,588
0-4 years	2,964	1,219	890	190	665	1,176
5-17	5,662	1,966	1,980	260	1,456	2,489
18-64	28,133	17,259	5,704	1,586	2,584	5,493
65 +	4,420	3,625	535	90	170	410
Abs. Change, 90-80:	1,983	(956)	1,508	1,459	(142)	2,765
0-4 years	449	212	187	157	(107)	211
5-17	(1,378)	(931)	(135)	154	(466)	(17)
18-64	4,035	1,150	1,385	1,098	402	2,368
65 +	(1,137)	(1,387)	171	50	29	203
Pct. Change, 90-80:	5.1%	-3.8%	21.4%	218.7%	-2.4%	35.4%
0-4 years	17.9	21.1	26.6	475.8	-13.9	21.9
5-17	-19.6	-32.1	-6.4	145.3	-24.2	-0.7
18-64	16.7	7.1	32.1	225.0	12.6	57.4
65 +	-20.5	-27.7	47.0	125.0	20.6	98.1

Source: 1990, 1980 US Census STF1 Counts, Tables P6, P10, P11.

1- includes whites of Hispanic origin

2- includes Native Americans



1- HOUSING UNITS by TENURE, 1990 and 1990

JAMAICA PLAIN	1980		1990		: 1990-1980 Change		: 1990
	Number	Percent	Number	Percent	: Number	Percent	: Ratio1
Total Housing Units:2	17,045	100.0%	17,164	100.0%	: 119	0.7%	: 1.00
Occupied total:	14,415	84.6	15,653	91.2	: 1,238	8.6	: 1.00
Owner occupied	3,607	21.2	4,541	26.5	: 934	25.9	: 0.94
Renter occupied	10,808	63.4	11,112	64.7	: 304	2.8	: 1.03
Vacant total:	2,630	15.4	1,511	8.8	: (1,119)	-42.5	: 0.99
For sale only	136	0.8	94	0.5	: (42)	-30.9	: 0.72
For rent	1,205	7.1	704	4.1	: (501)	-41.5	: 0.77
All other vacant DUs	1,289	7.6	714	4.2	: (575)	-44.6	: 1.46

Source: 1990, 1980 US Census STF1 Counts, Tables H1, H2, H3.

1- this ratio expresses relative concentrations, comparing the planning district to Boston as a whole

2- due to US Census variations, numbers may differ by +/- 4 units between tables

HOUSING UNITS by RACE/HISPANIC ORIGIN OF HOUSEHOLDER, 1980 and 1990

JAMAICA PLAIN	1980		1990		: 1990-1980 Change		: 1990
	Number	Percent	Number	Percent	: Number	Percent	: Ratio2
All Occupied housing units	14,415	100.0%	15,649	100.0%	: 1,234	8.6%	: 1.00
White	9,963	69.1	10,158	64.9	: 195	2.0	: 0.94
Black	2,583	17.9	3,218	20.6	: 635	24.6	: 0.94
American Indian, Eskimo, or Aleut	51	0.4	59	0.4	: 8	15.7	: 1.29
Native Hawaiian or Pacific Islander	223	1.5	603	3.9	: 380	170.4	: 0.92
Other race	1,595	11.1	1,611	10.3	: 16	1.0	: 2.50
Hispanic Origin	2,154	14.9	3,034	19.4	: 880	40.9	: 2.41
White, Hisp. origin	571	4.0	1,028	6.6	: 457	80.0	: 2.14
Black, Hisp. origin	124	0.9	401	2.6	: 277	223.4	: 1.93
Others, Hisp. origin	1,459	10.1	1,605	10.3	: 146	10.0	: N/A
Non-Hispanic	5,023	34.8	5,519	41.7	: 1,496	29.8	: 1.24
Non-Hispanic	9,392	65.2	9,130	58.3	: (262)	-2.8	: 0.88
Hispanic	2,459	17.1	2,817	18.0	: 358	14.6	: 0.87

1990 US Census STF1 Counts, Tables H8 - H11.

Tables of Hispanic origin

1- expresses relative concentrations, comparing the planning district to Boston as a whole



OCCUPIED HOUSING UNITS by TENURE and RACE, 1980 and 1990

	OWNER-OCCUPIED			
	1980 Number	1990 Number	1990-1980 Number	Change Percent
JAMAICA PLAIN				
Occupied housing units	3,830	4,541	711	18.6%
Total	3,237	3,862	625	19.3
Black	139	334	195	140.3
American Indian, Eskimo, or Aleut	9	10	1	11.1
Asian or Pacific Islander	54	158	104	192.6
Other race	391	177	(214)	-54.7
Hispanic Origin	251	386	135	53.8
White, hisp. origin	92	185	93	101.1
Black, hisp. origin	13	29	15	115.4
All others, hisp. origin	146	173	27	18.5
All minorities	685	864	179	26.1
White, Non-Hispanic	3,145	3,677	532	16.9
Black, Non-Hispanic	126	306	180	142.9

	RENTER-OCCUPIED			
	1980 Number	1990 Number	1990-1980 Number	Change Percent
JAMAICA PLAIN				
Occupied housing units	10,585	11,108	523	4.9%
Total	8,726	9,296	570	6.4
Black	2,444	2,984	540	22.1
American Indian, Eskimo, or Aleut	42	49	7	16.7
Asian or Pacific Islander	169	445	276	163.3
Other race	1,204	1,434	230	19.1
Hispanic Origin	1,903	2,548	645	34.0
White, hisp. origin	479	943	464	96.9
Black, hisp. origin	111	373	262	236.0
All others, hisp. origin	1,313	1,432	119	9.1
All minorities	4,338	5,555	1,217	28.1
White, Non-Hispanic	6,247	5,453	(794)	-12.7
Black, Non-Hispanic	2,333	2,511	178	7.6

Source: 1990, 1980 US Census STF1 Counts, Tables H8 - H11.

1- includes whites of Hispanic origin

4: TENURE BY AGE OF HOUSEHOLDER, 1990

	Occupied Housing Units		
	Total	Owner	Renter
JAMAICA PLAIN			
Occupied housing units:	15,656	4,545	11,111
Age of Householder:			
15 to 24 years	1,294	57	1,227
25 to 34 years	4,615	775	3,840
35 to 44 years	3,360	1,335	2,025
45 to 54 years	1,959	771	1,188
55 to 64 years	1,428	567	861
65 to 74 years	1,257	528	729
75 years and over	1,243	502	741

	Column Distribution			Row Distribution		
	Total	Owner	Renter	Total	Owner	Renter
JAMAICA PLAIN						
Occupied housing units:	100.0%	100.0%	100.0%	100.0%	29.0%	71.0%
Age of Householder:						
15 to 24 years	8.3	1.5	11.0	100.0	5.2	94.8
25 to 34 years	29.5	17.1	34.6	100.0	16.8	83.2
35 to 44 years	24.7	29.4	22.7	100.0	34.6	65.4
45 to 54 years	12.5	17.0	10.7	100.0	39.4	60.6
55 to 64 years	9.1	12.5	7.7	100.0	39.7	60.3
65 to 74 years	8.0	11.6	6.6	100.0	42.0	58.0
75 years and over	7.9	11.0	6.7	100.0	40.4	59.6

1990 US Census STF1 Counts, Tables H12.



Profile 2 - Persons By Age, Race, Sex And Hispanic Origin
 1990 Census of Population and Housing, Summary Tape File 1
 Area Type: Planning District

REPORT #91-14
 Area Name: Jamaica Plain
 State: MA

P12. Persons by Age, Race and Sex (Universe: Persons)		All Females:		All Males:		Total		Hispanic Origin (Universe: Hisp Persons)	
All Persons:		Am. Ind./Esk/Aleut		Asian/Pac Isl.		Total		Total	
Age	Female	Total	Female	Total	Female	Total	Female	Total	Female
Total	24,073	12,613	182	2,123	1,102	5,710	2,926	10,571	5,386
Under 1	259	136	4	29	17	105	51	199	95
1 - 2	544	273	3	93	42	288	147	522	260
3 - 4	416	199	3	68	36	258	131	455	222
5	185	72	2	25	14	129	65	217	106
6	169	77	1	19	10	122	51	216	101
7 to 9	507	222	8	63	38	347	170	603	287
10 - 11	291	139	5	23	9	231	103	383	178
12 - 13	276	128	5	36	20	190	93	357	180
14	132	64	2	22	8	96	53	166	85
15	125	68	0	21	6	101	45	190	78
16	123	61	3	27	13	99	47	163	73
17	158	72	5	24	12	110	51	194	85
18	267	124	0	46	25	116	50	205	104
19	360	152	0	158	140	126	64	221	108
20	465	204	3	54	31	118	45	207	92
21	474	201	4	32	12	123	71	206	106
22	1,745	801	12	151	70	393	212	711	357
23	3,309	1,692	24	299	160	652	336	1,217	577
24	3,000	1,538	22	286	136	562	294	1,054	547
25 - 29	2,355	1,184	13	177	75	402	214	782	413
30 - 34	1,823	923	7	128	56	307	166	624	332
35 - 39	563	399	3	86	43	248	128	463	242
40 - 44	809	403	3	69	33	183	111	344	192
45 - 49	721	374	4	60	26	129	70	272	145
50 - 54	317	182	4	15	6	39	22	66	41
55 - 59	525	284	6	25	17	63	33	121	72
60 - 64	808	483	4	38	22	60	39	143	89
65 - 69	757	487	0	21	6	41	22	94	58
70 - 74	708	469	2	15	9	34	22	84	53
75 - 79	632	453	1	8	7	19	11	50	29
80 - 84	720	583	1	8	3	8	5	39	25
85 & over			1	8	3	8	5	39	25
Under 65	1,219	608	14	190	95	651	329	1,176	577
5-17	1,966	903	31	260	130	1,425	678	2,489	1,173
18-24	1,152	510	16	130	71	829	389	1,419	672
25-34	408	192	7	58	28	286	146	511	265
35-44	406	201	8	72	31	310	143	547	236
45-54	17,259	8,625	123	1,586	830	3,461	1,816	6,493	3,377
55-64	13,798	6,819	99	1,331	705	2,799	1,452	5,227	2,685
65-74	3,461	1,806	24	1,255	125	662	364	1,266	692
75-84	21,165	11,233	139	1,727	902	3,832	2,013	7,260	3,789
85 & over	20,884	11,100	131	1,676	877	3,623	1,915	6,903	3,631
Other Age Groups	4,150	2,759	14	115	64	225	132	531	326
	3,625	2,475	8	90	47	162	99	410	254



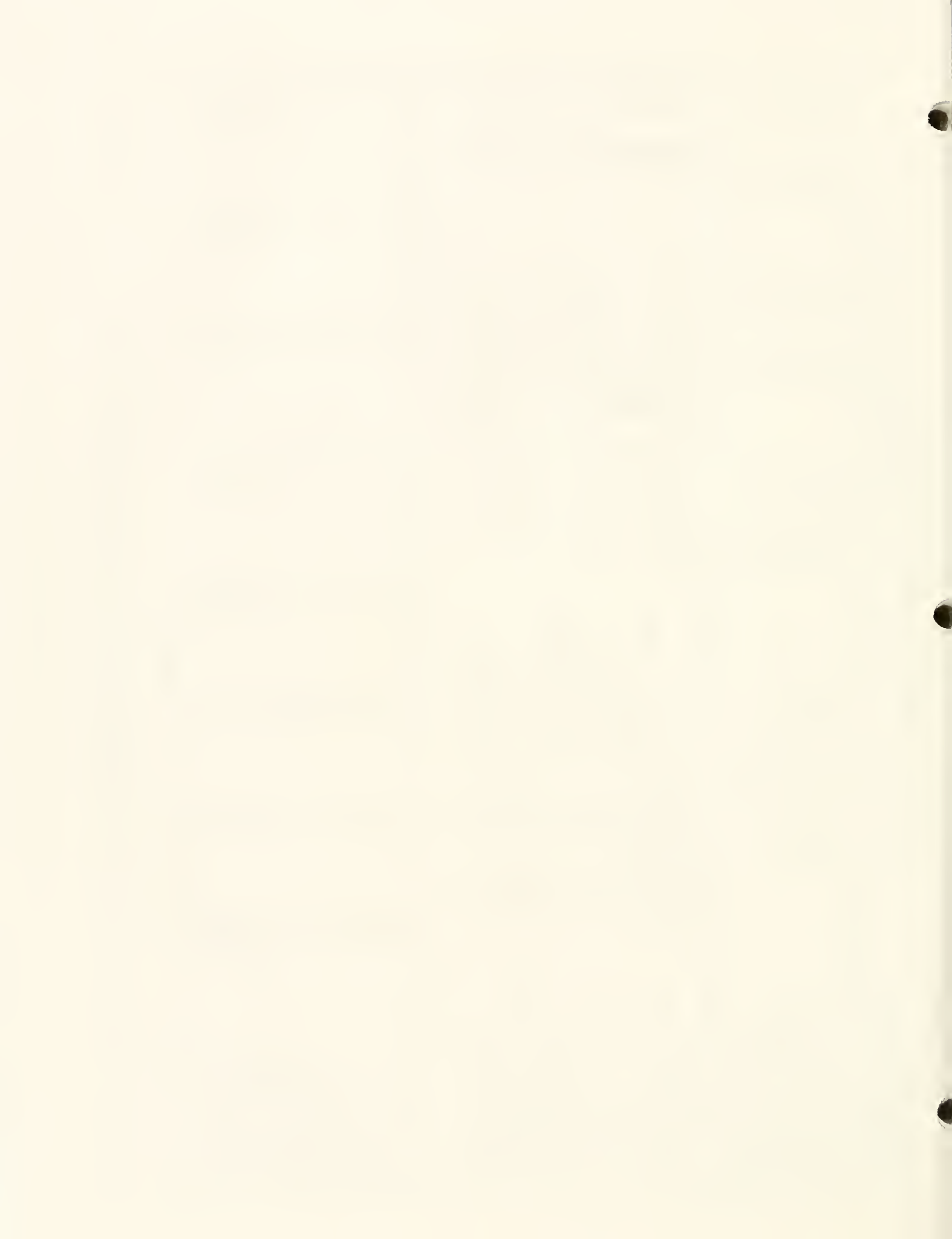
Report #91-15
 Area Name: Jamaica Plain
 State: MA
 Profile 3 - Household and Family Characteristics
 1990 Census of Population and Housing, Summary Tape File 1
 Area Type: Planning District

P11/2/3/15/17/17A. Persons, Households And Families		P14. Sex by Marital Status (Universe: Persons 15 Years and Over)		PCT	
Total Persons	Households	Total	Female	Male	PCT
41,193	15,653	33,807	18,006	15,801	100.0%
39,046	15,653	17,285	8,556	8,729	47.5%
2,49	2,49	10,238	5,028	5,210	33.0%
26,031	26,031	1,391	892	499	5.0%
8,121	8,121	2,292	1,945	347	10.8%
		2,601	1,585	1,016	8.8%
					7.7%

P15. Household Type and Relationship (Universe: Persons)		P21. Household Type and Relationship (Universe: Persons Under 18)		P23. Household Type and Relationship (Universe: Persons 65+)		PCT	
Persons	PCT	Persons	PCT	Persons	PCT	Persons	PCT
41,193	100.0%	8,630	100.0%	4,422	100.0%	4,422	100.0%
39,046	94.8%	8,532	98.9%	3,505	79.3%	3,505	79.3%
27,377	66.5%	8,532	98.9%	1,966	44.5%	1,966	44.5%
8,121	19.7%	9	0.1%	1,021	23.1%	1,021	23.1%
4,416	10.7%	7,494	86.8%	485	11.0%	485	11.0%
10,715	26.0%	3,849	44.6%	435	9.8%	435	9.8%
10,444	25.4%	3,645	42.2%	25	0.6%	25	0.6%
271	0.7%	396	4.6%	1,542	34.9%	1,542	34.9%
668	1.6%	197	2.3%	370	8.4%	370	8.4%
2,107	5.1%	3,249	37.6%	33	0.7%	33	0.7%
1,346	3.3%	826	9.6%	1,110	25.1%	1,110	25.1%
11,670	28.3%	197	2.3%	1,071	24.2%	1,071	24.2%
4,840	11.7%	98	1.1%	39	0.9%	39	0.9%
2,692	6.5%	90	1.0%	62	1.4%	62	1.4%
4,138	10.0%	8	0.1%	917	20.7%	917	20.7%
2,147	5.2%			870	19.7%	870	19.7%
1,302	3.2%			47	1.1%	47	1.1%
1,845	4.5%						

P22. Relationship and Age (Universe: Persons Under 18)		Persons in Households		Persons in Group Quarters		Other	
Under 18	Total	Own	Child	Total	Institutional	Total	Institutional
8,630*	8,527*	7,494	826	98	0	90	0
1,864	1,867	1,566	252	0	0	0	0
1,094	1,093	969	98	2	0	2	0
506	504	453	46	65	64	64	1
2,748	2,680	2,420	206	14	13	13	1
790	775	704	63	2	2	2	0
388	387	343	31	14	9	14	5
1,240*	1,221*	1,039	130	0.0%	0.0%	0.0%	0.0%
21.6%	20.9%	30.5%	30.5%	0.0%	0.0%	0.0%	0.0%
12.7%	12.9%	11.9%	13.1%	2.0%	2.2%	2.0%	0.0%
5.9%	5.9%	6.0%	5.6%	66.3%	71.1%	66.3%	14.3%
31.8%	31.4%	32.3%	24.9%	14.3%	14.4%	14.3%	14.3%
9.2%	9.1%	9.4%	7.6%	2.0%	2.2%	2.0%	0.0%
4.5%	4.5%	4.6%	3.8%	14.3%	10.0%	14.3%	71.4%
14.4%	14.3%	13.9%	15.7%	2.0%	2.2%	2.0%	0.0%

*Includes 9 Householders and Spouses under 18 not shown separately.



Profile 4 - Household Characteristics
 1990 Census of Population and Housing, Summary Tape File 1
 Area Type: Planning District

Report #91-16
 Area Name: Jamaica Plain
 State: MA

P16. Household Size and Type (Universe: Households)	Households		All Households		1 Person Households		2 or More Persons Family		2 or More Persons Non-Family	
	Total	Pct	Total	Pct	Total	Pct	Total	Pct	Total	Pct
1 Person	4,839		3,634	23.2%	1,668		1,832		1,832	
Male Householder	2,003		1,209	23.2%	1,668		1,832		1,832	
Female Householder	2,836		12,019	76.8%	3,171		6,289		2,559	
2 or More Persons	10,814		2,843	18.2%	1,408		1,345		90	
Family Households	4,418		12,810	81.8%	3,433		6,776		2,601	
Married Couple Family	2,159									
With related children	2,259									
No related children	3,703									
Other Family	702									
Male Householder, No Wife Present	282									
With related children	420									
No related children	3,001									
Female Householder, No Husband Present	1,974									
With related children	1,027									
No related children	2,693									
Non-Family Households	1,458									
Male Householder	1,235									
Female Householder	223									

P19/20. Race/Hispanic Origin of Householder by Household Type	Total		Amer. Ind./Euk.		Asian Or Pac. Isl.		Other Race		Hispanic Origin	
	Total	Pct	Total	Pct	Total	Pct	Total	Pct	Total	Pct
(Universe: Households)	8,121	100.0%	36	100.0%	417	100.0%	1,294	100.0%	2,373	100.0%
Family Households	4,418	54.4%	15	41.7%	333	79.9%	554	42.8%	1,068	45.0%
Married Couple Fam	2,159	26.6%	9	25.0%	199	47.7%	398	30.8%	738	31.1%
With Rela. Child	2,259	27.8%	6	16.7%	134	32.1%	156	12.1%	330	13.9%
No Related Child	3,703	45.6%	21	58.3%	84	20.1%	740	57.2%	1,305	55.0%
Other Family	702	8.6%	3	8.3%	33	7.9%	109	8.4%	218	9.2%
Male Householder	282	3.5%	1	2.8%	12	2.9%	67	5.2%	119	5.0%
With Rela. Child	420	5.2%	2	5.6%	21	5.0%	42	3.2%	99	4.2%
No related Child	3,001	37.0%	18	50.0%	51	12.2%	631	48.8%	1,087	45.8%
Female Householder	1,974	24.3%	12	33.3%	32	7.7%	513	39.6%	880	37.1%
No Husband Present	1,027	12.6%	6	16.7%	19	4.6%	118	9.1%	207	8.7%
With Related Child	7,532	100.0%	24	100.0%	187	100.0%	315	100.0%	661	100.0%
Non-Family Households	4,839	64.2%	17	70.8%	97	51.9%	216	68.6%	461	69.7%
H.H. Living Alone	2,693	35.8%	7	29.2%	90	48.1%	99	31.4%	200	30.3%
H.H. Not Liv. Alone										

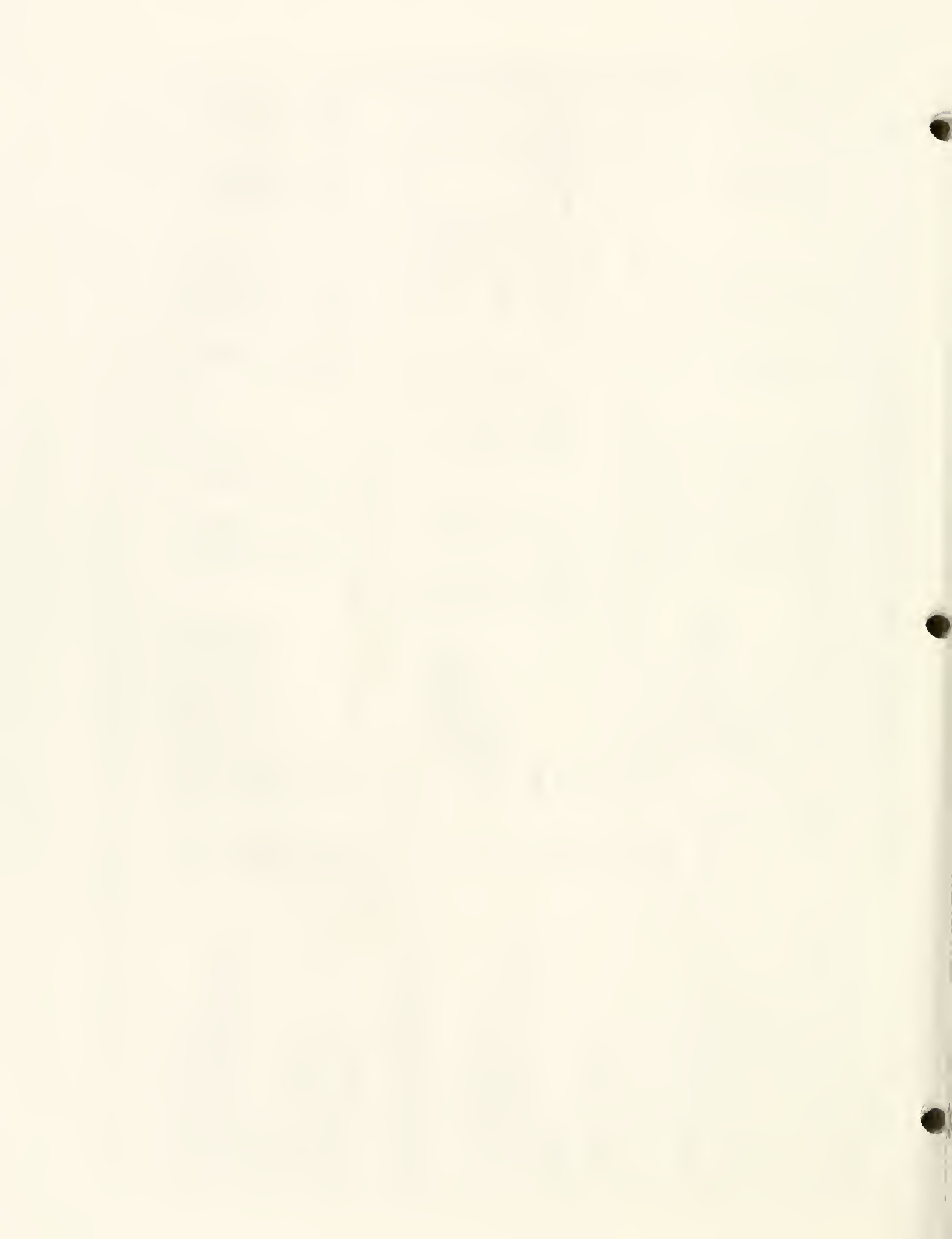
P18. Age of Household Members by Household Type	Total		With Persons Under 18		Without Persons Under 18	
	Total	Pct	Total	Pct	Total	Pct
(Universe: Households)	8,121	100.0%	4,434	100.0%	3,688	100.0%
Family Households	4,418	54.4%	2,168	48.9%	2,250	61.0%
Married-Couple Family	3,703	45.6%	2,266	51.1%	1,438	39.0%
Other Family	702	8.6%	286	6.5%	416	11.3%
Male Householder, No Wife Present	3,001	37.0%	1,980	44.7%	1,022	27.7%
Female Householder, No Husband Present	7,532	100.0%	61	100.0%	7,472	100.0%
Non-Family Households	3,461	46.0%	37	60.7%	3,424	45.8%
Male Householder	4,071	54.0%	24	39.3%	4,048	54.2%
Female Householder						

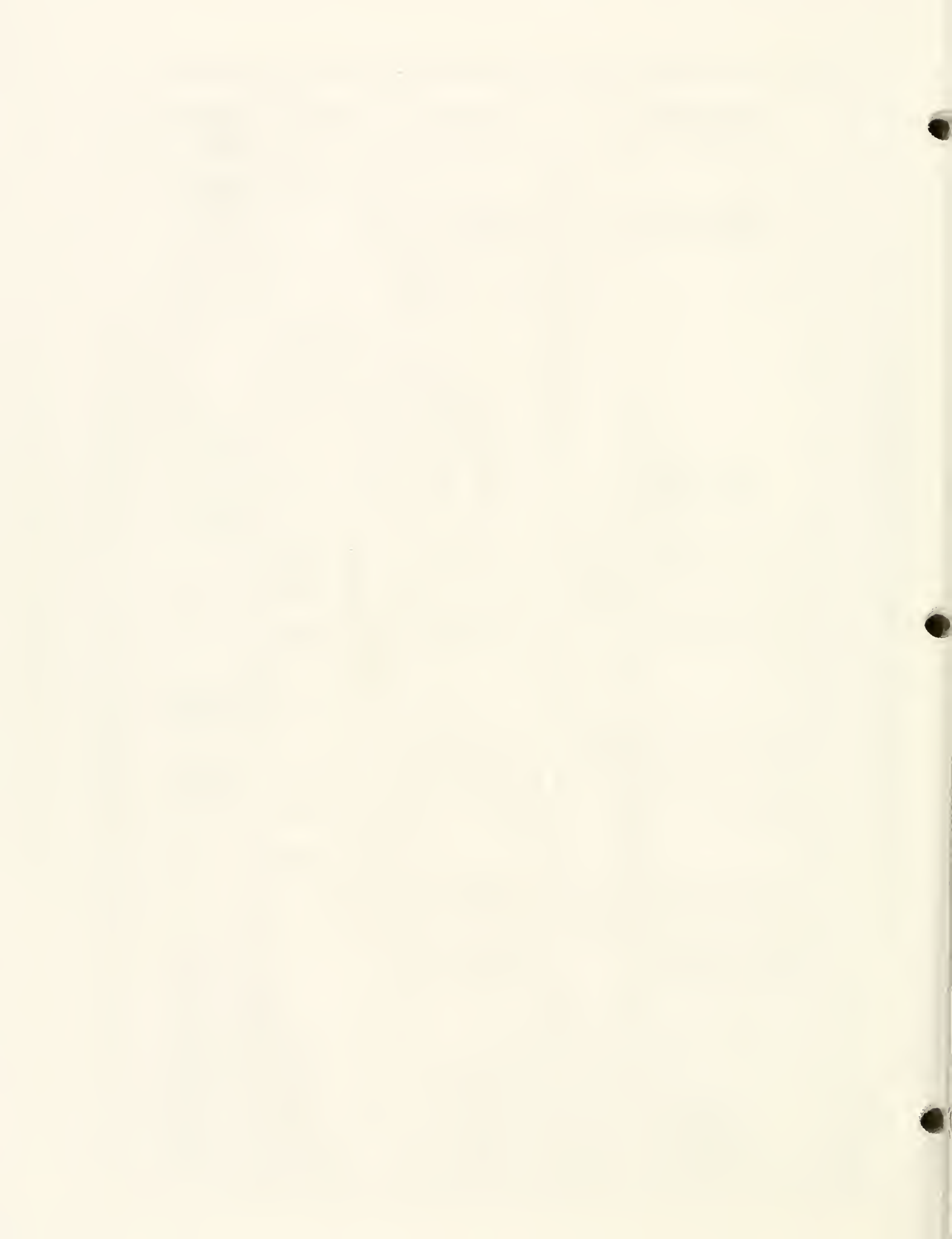


Report #91-17
 Area Name: Jamaica Plain
 State: MA

Profile 5 - Housing Unit Characteristics and Tenure
 1990 Census of Population and Housing, Summary Tape File 1
 Area Type: Planning District

H4. Urban and Rural (Universe: Housing Units)		H8/9. Tenure by Race of Householder (Universe: Occupied Housing Units)		H10/11. Hispanic Origin of Householder by Race of Householder and Tenure (Universe: Occupied Housing Units)	
	Units	Units	Pct	Units	Pct
All Housing Units	17,165	15,653	100.0%	12,620	100.0%
Urban	0	10,157	64.9%	9,129	72.3%
Inside Urbanized Areas	0	3,220	20.6%	2,819	22.3%
Outside Urbanized Areas	0				
Rural	17,165	60	0.4%	43	0.3%
Not Defined for This File					
H11/2/3/5. Housing Units by Tenure and Vacancy (Universe: Housing Units)					
	Housing Units	Pct			
All Housing Units	17,165	100.0%			
Occupied	15,653	91.2%			
Owner Occupied	4,541	26.5%			
Renter Occupied	11,112	64.7%			
Vacant	1,511	8.8%			
For Rent	704	4.1%			
For Sale Only	94	0.5%			
Rented or Sold, Not Occupied	215	1.3%			
For Seasonal, Recreational Or Occasional Use	28	0.2%			
For Migrant Workers	0	0.0%			
Other Vacant	471	2.7%			
H14/15/16. Average Rooms by Tenure and Vacancy (Universe: Housing Units)					
	Aggregate Rooms	Average Rooms Per Unit			
All Housing Units	78,036	4.55			
Occupied	71,959	4.60			
Owner Occupied	27,695	6.10			
Renter Occupied	44,264	3.98			
Vacant	6,077	4.02			
For Rent	2,728	3.88			
For Sale Only	504	5.36			
Rented or Sold/Not Occupied	829	3.86			
For Seasonal, Recreational Or Occasional Use	137	4.89			
For Migrant Workers	0	***			
Other Vacant	1,878	3.99			
H12. Tenure by Age of Householder (Universe: Occupied Housing Units)					
	Occupied Units	Pct			
Total	15,653	100.0%			
15 to 24 Years	1,294	8.3%			
25 to 34 Years	4,615	29.5%			
35 to 44 Years	3,860	24.7%			
45 to 54 Years	1,959	12.5%			
55 to 64 Years	1,428	9.1%			
65 to 74 Years	1,257	8.0%			
75 Years & over	1,243	7.9%			
H10/11. Hispanic Origin by Race of Householder and Tenure (Universe: Occupied Housing Units)					
	Occupied Units	Pct			
All Races	12,620	100.0%			
White	9,129	72.3%			
Black	2,819	22.3%			
Amer. Indian/Asiatic/Pacific Islander	43	0.3%			
Other Race	583	4.6%			
	46	0.4%			
--- Not of --- Hispanic Origin ---					
	Occupied Units	Pct			
All Races	3,033	100.0%			
White	1,027	33.9%			
Black	402	13.3%			
Amer. Indian/Asiatic/Pacific Islander	17	0.6%			
Other Race	583	4.6%			
	46	0.4%			
H12. Tenure by Age of Householder (Universe: Occupied Housing Units)					
	Owner Occupied Units	Pct			
Total	4,545	100.0%			
15 to 24 Years	67	1.5%			
25 to 34 Years	775	17.1%			
35 to 44 Years	1,335	29.4%			
45 to 54 Years	771	17.0%			
55 to 64 Years	527	12.5%			
65 to 74 Years	528	11.6%			
75 Years & over	502	11.0%			
H10/11. Hispanic Origin by Race of Householder and Tenure (Universe: Occupied Housing Units)					
	Owner Occupied Units	Pct			
All Races	386	100.0%			
White	185	47.9%			
Black	28	7.3%			
Amer. Indian/Asiatic/Pacific Islander	2	0.5%			
Other Race	168	43.5%			
H10/11. Hispanic Origin by Race of Householder and Tenure (Universe: Occupied Housing Units)					
	Renter Occupied Units	Pct			
All Races	2,648	100.0%			
White	843	31.8%			
Black	373	14.1%			
Amer. Indian/Asiatic/Pacific Islander	15	0.6%			
Other Race	1,398	52.8%			





Profile 7 - Financial Characteristics of Housing Units
 1990 Census of Population and Housing, Summary Tape File 1
 Area Type: Planning District

Report #91-19
 Area Name: Jamaica Plain
 State: MA

H23. Value (Universe: Specified Owner Occupied Housing Units)		Units and Value by Race and Hispanic Origin of Householder (Universe: Specified Owner-Occupied Housing Units)	
Specified Owner Occupied Less than \$15,000	Units	Units	Average Value
\$ 15,000 to \$ 19,999	1,593	1,593	\$ 216,605
\$ 20,000 to \$ 24,999	13		
\$ 25,000 to \$ 29,999	2		
\$ 30,000 to \$ 34,999	1		
\$ 35,000 to \$ 39,999	0		
\$ 40,000 to \$ 44,999	3		
\$ 45,000 to \$ 49,999	1		
\$ 50,000 to \$ 59,999	13		
\$ 60,000 to \$ 74,999	19		
\$ 75,000 to \$ 99,999	56		
\$ 100,000 to \$ 124,999	131		
\$ 125,000 to \$ 149,999	152		
\$ 150,000 to \$ 174,999	212		
\$ 175,000 to \$ 199,999	184		
\$ 200,000 to \$ 249,999	326		
\$ 250,000 to \$ 299,999	255		
\$ 300,000 to \$ 399,999	162		
\$ 400,000 to \$ 499,999	30		
\$ 500,000 or more	33		
		1,491	\$ 219,405
		102	\$ 175,187
		1,352	\$ 225,485
		133	\$ 185,149
		6	\$ 186,418
		58	\$ 138,119
		44	\$ 145,827
		327,132,121	\$ 17,869,115
		345,051,304	\$ 216,605
		304,855,524	\$ 225,485
		24,624,804	\$ 185,149
		1,118,508	\$ 186,418
		8,010,882	\$ 138,119
		6,416,392	\$ 145,827
		17,869,115	\$ 219,405
		1,491	\$ 219,405
		102	\$ 175,187
		1,352	\$ 225,485
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		8,010,882	\$ 138,119
		6,416,392	\$ 145,827

Profile 8 - Housing Unit Structural Characteristics
 1990 Census of Population and Housing, Summary Tape File 1
 Area Name: Jamaica Plain
 State: MA
 Area Type: Planning District

H29/43. Units and Value by Units in Structure (Universe: Owner-Occupied Housing Units)	Aggregate Value	Average Value	Vacant Housing Units
Total	\$ 923,780,550	\$ 203,431	24
Single Unit	\$ 367,414,792	\$ 217,020	702
1, Detached	\$ 316,994,201	\$ 230,709	786
1, Attached	\$ 50,420,591	\$ 158,058	
Multi Unit	\$ 539,012,722	\$ 195,224	
2	\$ 194,986,264	\$ 215,932	
3 or more	\$ 344,026,458	\$ 185,160	
Mobile Home or Trailer	\$ 627,500	\$ 156,875	
Other	\$ 16,725,536	\$ 196,771	

H30. Vacancy Status (Universe: Specified Vacant-for-Sale)	Specified Vacant for Sale Only	Vacant Housing Units
Specified Vacant for Sale Only		24
All Other Vacants		786

H31. Price Asked (Universe: Specified Vacant-for-Rent)	Aggregate Price Asked	Average Price Asked
Aggregate Price Asked	\$ 6,007,500	\$ 250,313
Average Price Asked		

H38. Rent Asked (Universe: Specified Vacant-for-Rent)	Aggregate Rent Asked	Average Rent Asked
Aggregate Rent Asked	\$ 400,045	\$ 570
Average Rent Asked		

H41/42/43. Units in Structure (Universe: Housing Units)	Units	Pct	Occupied	Owner Occupied	Renter Occupied
Total	17,165	100.0%	15,653	4,541	11,112
Single Unit	2,258	13.2%	2,166	1,693	473
1, Detached	1,615	9.4%	1,574	1,374	200
1, Attached	643	3.7%	592	319	273
Multi Unit	14,700	85.6%	13,286	2,761	10,525
2	2,224	13.0%	2,092	1,903	1,189
3 or 4	5,200	30.3%	4,801	1,138	3,663
5 to 9	2,464	14.4%	2,154	1,197	1,957
10 to 19	1,636	9.5%	1,434	1,70	1,264
20 to 49	1,572	9.2%	1,246	169	1,077
50 or more	1,604	9.3%	1,559	184	1,375
Mobile Home or Trailer	5	0.0%	5	4	1
Other	198	1.2%	196	85	111

H43/44. Aggregate and Average Number of Persons by Tenure by Units in Structure (Universe: Persons in Occupied Housing Units)	Occupied Housing Units	Owner Occupied Housing Units	Renter Occupied Housing Units
Aggregate	39,046	11,439	27,606
Average	2.49	2.52	2.48
Single Unit	6,468	4,827	1,641
1, Detached	4,600	3,935	665
1, Attached	1,868	892	976
Multi Unit	32,101	6,408	25,693
2	5,249	2,307	2,942
3 or 4	13,161	2,893	10,268
5 to 9	5,421	378	5,043
10 to 19	3,231	290	2,941
20 to 49	2,597	287	2,310
50 or more	2,442	253	2,189
Mobile Home or Trailer	11	9	2
Other	469	198	271

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